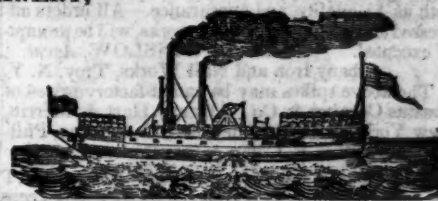
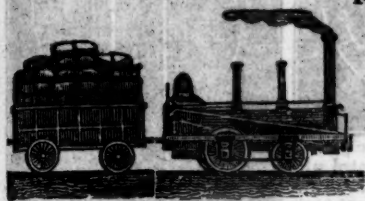


Engineers Office

AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,
AND MINES.

ESTABLISHED 1831.



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SECOND QUARTO SERIES, VOL. I., No. 47.]

THURSDAY, NOVEMBER 20, 1845.

[WHOLE No. 490, VOL. XVIII.]

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia, Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)
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W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

PLAN

MESSRS. EDITORS.—As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.
Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

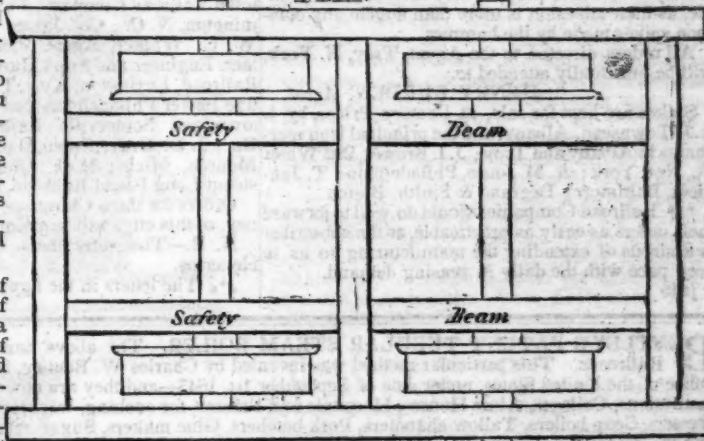
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent.

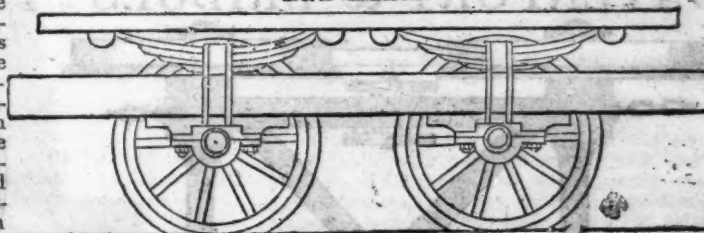
GEORGE CRAIG, Superintendent.

JAMES ELLIOTT, Sup. Motive Power,
W. L. ASHMEAD, Agent.

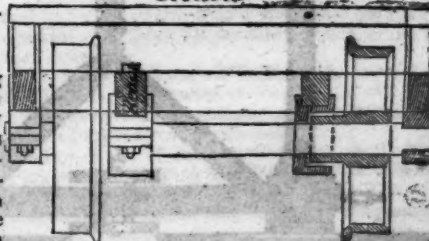
A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.



ELEVATION



Section



PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*** Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. ja45

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved **SPARK ARRESTER**, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

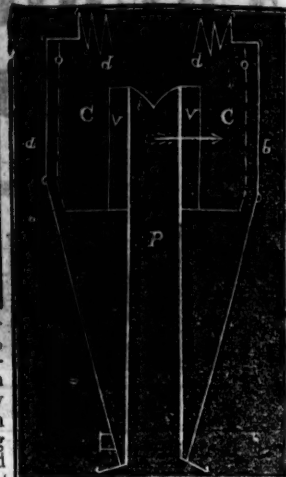
These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburg and Jackson Railroad, Vicksburg, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

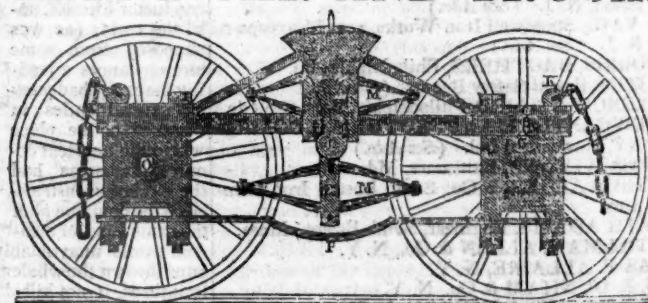
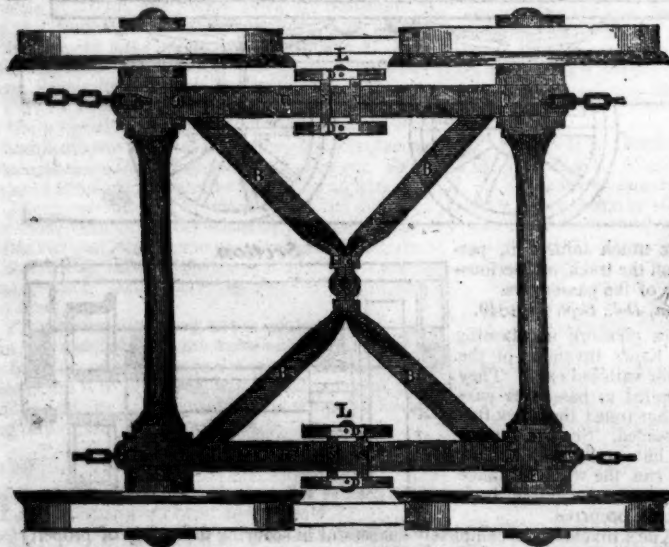
N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

*** The letters in the figures refer to the article given in the *Journal* of June, 1844. ja45



BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK FOR RAILROAD CARS, is presented above, and the attention of Railroad Companies is respectfully invited to the following description of their justly-celebrated invention.

These Trucks are adapted as well for eight-wheeled passenger cars as for baggage and freight cars, giving to each a more agreeable and easy motion than any other Truck heretofore constructed or in use. They are simple in their construction, combining strength and great durability, although weighing at least twelve hundred pounds less than the common Trucks. Besides these excellences, by reason of the elasticity of the braces, B, B, B, B, as seen in the drawing, and the other peculiarities of construction, made for inside or outside bearing, the weight is equalized upon all the wheels, and yet any one of the other wheels from the track, thus rendering it almost impossible to run a car off. Being bound, and having as it were but four joinings, they are protected from injury by lateral strains, and in case of damage are easily repaired.

These excellences have been fully tested by use, for a long time, on the Eastern, the Fitchburg and Long Island railroads; and for proof of the above stated superiority of these Trucks over all others, we refer to the experience of those who have used and run them.

CAMBRIDGEPORT, April 1, 1845.

DAVENPORT & BRIDGES.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
A. & G. RALSTON
Mar. 20th 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del. Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.
ANDREW C. GRAY,
President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS.
etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Companies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T, L, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets,
PHILADELPHIA.

RAILROAD IRON.—THE MARYLAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.

WILLIAM YOUNG,
President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years. The coal will not cost more than \$1 to \$1.25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 63,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45 feet two stories high, with a shed part 45x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

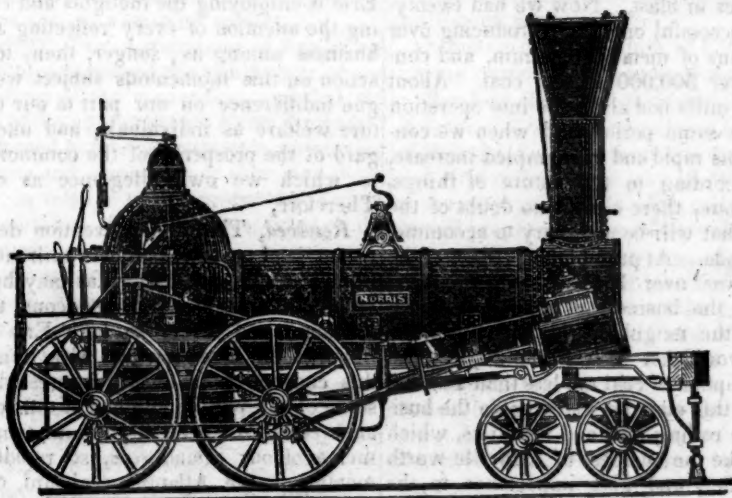
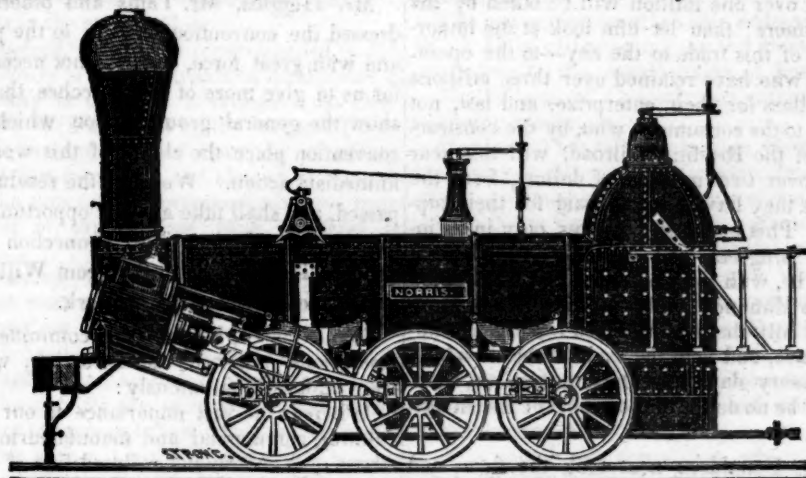
Blacksmith shop, 49 feet long by 20 feet wide.

For terms, apply to **HENRY ANDREWS, 43 State st.,** or to **CURTIS, LEAVENS & CO., 106 State st., Boston,** or to **A. & G. RALSTON & Co., Philadelphia.**

CYRUS ALGER & CO., South Boston Iron Company.

NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 inches Diameter of Cylinder,	× 20 inches Stroke.
"	2,	14	" " " × 24 " "
"	3,	14½	" " " × 20 " "
"	4,	12½	" " " × 20 " "
"	5,	11½	" " " × 20 " "
"	6,	10½	" " " × 18 " "

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion.

Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

Railroad Convention at Danville, Pa.

The convention was permanently organized by the appointment of the following officers:

President—Charles Frailey, of Schuylkill.

Vice Presidents—Thomas Taggart, of Lycoming; Philip Rhale, Union; Dr. Phineas Jenks, Bucks; Wm. Ayres, Dauphin; Geo. A. Colham, Warren; Mathias S. Richards, Berks; ——— Worrel, Clearfield; Dr. G. N. Eckert, Schuylkill; Ashbel G. Ralston, Philadelphia; Ignatius Garner, Elk; John White, Philadelphia county; Henry Brevoort, Columbia; Robert Park, Chester; J. Taggart, Northumberland; Wm. C. Toby, Allegheny.

Secretaries—E. O. Jackson, Schuylkill; V. Best, Columbia; H. B. Masser, Northumberland; Thomas Struthers, Warren; Robert Frick, Northumberland.

After the president returned thanks, Mr. Joseph Sanderson, of Philadelphia, rose and said, that as he had been among the original projectors of the Danville and Pottsville railroad, he wished to state the objects for which it had been commenced, and, if possible, to show the additional reasons for its completion. He said the trade of the state, it was now evident, was not dependant upon its *lumber* and its agricultural produce. The developments of time had exhibited a mineral wealth that far exceeded our previous notions of importance, and the researches had thrown open fields, that emphatically invited the industrious and the enterprising to partake of the treasure. In the short space of twenty years, our views had materially changed—our agricultural and commercial notions had extended to a manufacturing policy, that promised a richer and much more glorious reward. And now, when the public mind was filled with the evidences of a well directed measure—with the developments that have followed, and are still presenting themselves on every side of us—with the certainty that the wealth of Pennsylvania lies as much under the surface as upon it—it would not be difficult to realize the advantages of improvements that conduct us to the treasures that lie within our territory. The fact also that the raw material of the country was south of the Hudson, that the mineral developments were as yet in Pennsylvania, that the cheapest and best propelling power in the world is the production of the region through which our work passes, that the agricultural produce necessary to sustain us was the staple of our state, that the population, the climate and the market, were among the objects that contribute to our importance, and now, to enable us to enjoy the advantages we actually possess, we have only to inquire into our resources, and to appropriate them to our use. The rich and luxuriant harvest drawn from Schuylkill county is an illustration of our position. The anxiety of our neighbors on every side of us to secure the avenues and maintain a monopoly, is not less encouraging; and when we look at the inexhaustible stock of coal, iron ore, timber, and all the elements for a manufacturing district at the connection with the Susquehanna, at the junction

of the North and West branches—with Williamsport, Blossburg, and the great Erie road itself—with the interior iron counties, and eventually with Erie and Pittsburg, we can readily realize the objects for which this work was commenced, and now behold the urgent and emphatic reasons for its completion.

But, he continued, should any one doubt the business in prospect, let him look at the trade of Schuylkill county, at the coal trade of 1825, *exactly twenty years ago*, when 5,000 tons were carried to market and broke up all engaged in the business; at 1830, which produced 89,984 tons, and advanced the price of land from \$5 to \$100 per acre; then at 1835, when 335,686 tons were disposed of; at 1840, when 452,291 tons were not equal to the demand, and now at 1845, when over one million will be taken by the consumers; then let him look at the importance of this trade to the city—to the operatives, who have retained over three millions of dollars for their enterprize, and last, not least, to the consumers, who, by the construction of the Reading railroad, will this year save over two millions of dollars, from the prices they have hitherto paid for their supply. This business, however, only in its infancy progress, and when connected, as it must be, with the great coal and iron region of the Mahanoy, with the iron trade of Montour's hill, that has risen so rapidly into importance, and with the various objects which are every day presenting themselves, there could be no doubt of the profits of the investment.

Mr. Donaldson next took the floor, and stated that two years ago we had two anthracite furnaces in blast. Now we had twenty-seven in successful operation, producing over 200,000 tons of metal per annum, and consuming over 500,000 tons of coal. About 40 rolling mills had also gone into operation during the same period, and when we contemplate this rapid and unexampled increase, which, according to the nature of things, must continue, there can be no doubt of the provision that will be necessary to accommodate the trade. At present the product of the furnaces was over 16,000 tons per annum, but when the business of some half dozen others in the neighborhood was added, the average would not be less than 30,000, and the consumption of coal not less than 100,000 tons. To this may be added again the business of the rolling mill and foundries, which would make the business of Danville worth looking after, and give importance to the work which was now under consideration. The facilities presented for a connection with Williamsport and Elmira roads, and the fact that all this trade was shut from the market during the winter, left but little doubt of the necessity of providing the means for carrying it to market. But without going into the particulars, or of calculating the advantages to be derived from the completion of the Danville and Pottsville railroad, he said it was clear that the Reading railroad, and Schuylkill navigation company, with all their present and prospective advantages, would not

be able to accommodate the trade. This fact, he continued, is most emphatically presented in the operations of the past, and if we estimate the prospective increase, and look at the present business of the day, there can be no doubt, that if half the zeal was exhibited in defining and in making manifest our resources, *that there is to traduce and degrade the character of these works*, the condition of their stock in the market would present a different aspect. But time is ever interfering with the selfishness of men, and presenting barriers to their schemes that ultimately show their weakness; and while we contemplate with regret the narrow and contracted sphere of the selfish, we must avoid the rock upon which they stumble, and after observing the current of human wants, trim our sails for the extension.

Mr. Higgins, Mr. Tams and others addressed the convention equally to the point, and with great force, but it is not necessary for us to give more of the speeches than to show the general grounds upon which the convention place the claims of this work to immediate action. We give the resolutions passed, and shall take another opportunity to give our views upon it in connection with another line—we mean that from Williamsport to the interior of New York.

John Cooper, Esq., of the committee on resolutions, reported the following, which were adopted unanimously:

Whereas the vast importance to our agricultural, commercial and manufacturing interests of a continuous railroad line of communication between Philadelphia and lake Erie is employing the thoughts and engrossing the attention of every reflecting man of business among us; longer, then, to delay action on this momentous subject would argue indifference on our part to our own future welfare as individuals, and utter disregard of the prosperity of the commonwealth to which we owe allegiance as citizens. Therefore,

Resolved, That this convention decidedly recommend an extension of a railroad either from Danville or Sunbury, as may hereafter be found to be most advantageous, to Williamsport and thence to lake Erie by the route of the Sunbury and Erie road; that this convention is deeply impressed with a sense of the vast importance of thus opening an avenue for conducting the immense commerce of our inland seas, so rapidly augmenting, to the Atlantic seaboard, with reciprocal trade from the cities there, and especially from Philadelphia, and also of opening a passage for the products of the farm, the forest and the mines in the northwest region of Pennsylvania, hitherto neglected in the bounty and improvements of the commonwealth.

Resolved, That this convention from various diligent and careful examinations have received a very decided conviction that the immediate commencement and early completion of a railroad from the town of Danville to the Shamokin coal fields, and thence to

form a connection with the Reading railroad at Pottsville, ought to and does receive the cordial and earnest support of each and every member of this convention; that it is a work offering assurance of great public benefit and of investment highly profitable to the capitalists who engage in its construction, connecting, as it will the great iron region of Columbia county, as well as the extensive coal fields of Shamokin with the city of Philadelphia by a continuous line of railroad.

Resolved, That this convention cordially recommend a connection to be formed as early as practicable between Williamsport and Elmira or Corning, as may be found most eligible; by extending the railroad from Ralston; that the completion of the work would be mutually advantageous to our own state and to the state of New York, prejudicial to no section of Pennsylvania, and profitable to the stockholders.

Resolved, That it be recommended to the legislature of Pennsylvania to incorporate a company to construct a railroad from Danville to Williamsport, by the way of Milton, on the most practicable route, in pursuance of the first resolution, and also an act extending the time for the commencement and completion of the railroad from Sunbury to Erie.

Resolved, That we consider the prosperity of our state as identified with the present tariff, and we highly approve the suggestion, which has been made through our own public prints, of calling county meetings throughout the state for the purpose of choosing delegates to represent them about the 1st of December next at a general convention to meet at Harrisburg, in order to furnish congress when assembled, with the voice of Pennsylvania on this all absorbing subject.

Resolved, That a committee of five be appointed to superintend the publication of the proceedings of the convention, and that the friends of the improvements above designated be requested to present statements, embracing such facts and arguments as they may think proper, in relation to the proposed railways, to be published with the proceedings of the convention.

The president then appointed V. Best, H. B. Masser, Robert Faries, Thomas Struthers and Dr. Eckert on the foregoing committee.

Railroad Convention.

At a railroad convention convened pursuant to previous notice, assembled at the first Presbyterian church, in the borough of Williamsport, Pa., on the 31st October, ult., 1845.

On motion of W. C. Ellis, of Lycoming.

The meeting was called to order by appointing Hon. J. B. Anthony, of Williamsport, chairman, *pro tem.*; and P. J. Mallory, of Corning, secretary, *pro tem.*

A large number of delegates from the several counties of New York and Pennsylvania, appeared and presented their credentials.

A committee was appointed to select the proper officers, when the convention adjourned until 2 o'clock.

The convention assembled at 2 o'clock, p.m., pursuant to adjournment, and the names of the following persons were reported by the

nominating committee, as officers of the convention, viz:

President—Hon. Joseph B. Anthony.

Vice Presidents.—Dr. Erastus L. Hart, Elmira; Thomas Struthers, Warren; A. G. Ralston, Philadelphia; Jared Wilson, Hon. Mark H. Sibley, Canandaigua; Samuel Dickinson, Samuel W. Morris, Tioga; J. L. Smith, Southport; Elijah Sexton, Millport; J. R. Coolback, Wellsburg; Lawrin Mallory, Corning; J. W. Pomeroy, Bradford county; Apollas Woodward, Samuel H. Lloyd, Geo. Crane, and Robert Faries, Lycoming county.

Secretaries.—P. J. Mallory, Corning; William Maxwell, Elmira; William C. Toby, Pittsburg; C. D. Eldred; Williamsport; John P. Donaldson, Tioga.

The president tendered his acknowledgments for the honor conferred by his appointment to preside.

The convention was then ably addressed by W. C. Ellis, of Lycoming, on the manner of proceeding to the consideration of business.

Mr. Wilson, of Canandaigua, offered the following resolution:

Resolved, That this convention view with deep interest, the measures contemplated for effecting a junction of the improvements in the state of New York with those in Pennsylvania, and that it will afford a cordial support in accomplishing an object of such vital importance to the interests of both communities.

Which was discussed by Mr. Hopkins, of Elmira, Mr. Knox, of Tioga, Mr. Cobham, of Warren, Mr. Packer of Locoming, and Mr. Sibley, of Canandaigua; and was then unanimously adopted.

After which the convention adjourned to meet again at 7 o'clock, evening.

The convention assembled pursuant to adjournment, when,

On motion of S. Benjamin, of Elmira, the following resolution was unanimously adopted:

Resolved, that this convention is decidedly in favor of a continuous railroad from the city of Philadelphia, to connect with the New York and Erie railroad, (by way of Williamsport) at the most practicable point, and that we will use all proper means to effect such connection.

Resolved, That a committee of three be appointed to go to the legislature of Pennsylvania next winter, to advocate the granting permission to the New York and Erie railroad company to build their railroad through the counties of Pike and Wayne, in the state of Pennsylvania, provided said company shall grant the privilege of connection therewith to the Williamsport and Elmira railroad company, and to the Corning and Blossburg railroads.

The president appointed the following persons as such committee—William F. Packer, Robert Faries; W. C. Ellis.

Mr. Faries offered the following resolution, which was unanimously adopted:

Resolved, That a committee be appointed to prepare an address to the people of Pennsylvania and New York, on the important matters which have been presented to the consideration of this convention, which shall also be charged with the publication of the proceedings of this body.

The following persons were appointed as such committee—Robert Faries, Wm. Cox Ellis, Francis C. Campbell, John W. Maynard, Robert Fleming, Wm. F. Packer. Chas. Lloyd.

On motion of Mr. Sibley,

A committee of 15 persons were appointed as a corresponding committee, and the following persons were agreed to. Mr. Sibley, of Canandaigua; Col. Pomeroy, of Troy; Samuel W. Morris, Mr. Coolbaug, of Wellsborough; Wm. Maxwell, Dr. Jas. Hepburn, A. S. Divan, of Elmira; George White, of Williamsport; A. G. Ralston, of Philadelphia; Mr. Hudson, of Geneva; P. J. Mallory, of Corning; Wm. M. McCay, of Bath; Jas. H. Gulick, of Blossburg; Col. H. W. Bostwick, of Corning.

On motion it was **Resolved**, that the thanks of the members of the several delegations, composing this convention, be respectively tendered to the trustees of the first Presbyterian congregation of Williamsport, for the use of this church, and the accommodations they have received.

On motion the convention adjourned *in edie*.

Cleveland and Pittsburg Railroad.—Col. Dodge has made, as we learn from the Pittsburg Gazette, a report of the survey which has just been completed, making the distance 96½ miles; estimating the cost for bar rail at \$882,223, and for the T or U rail \$400,000 additional, and establishing the entire practicability of the route.

Col. Dodge is to commence the survey of the route from Wellesville via Big Yellow creek, in the course of the present month.

The Caledonian Canal.—This important national undertaking, the first of its class in Europe, after much hesitation on the part of government, is at length receiving the repairs and improvements so long desiderated, on a scale of magnitude which will go far to realize the designs originally contemplated by the great Telford. Originally, it was intended that the width of the water surface should be 120 feet, the bottom width 50 feet, and the depth 20 feet, so as to admit the largest vessels that trade between Liverpool and the Baltic, West Indiamen of average size, and frigates of 32 guns when fully equipped. But so much was said in parliament against expense, estimates exceeded, jobbing, and so forth, that the engineer was constrained to complete the canal in a hurried and insufficient manner. The contractors, Messrs. Jackson and Bean, who are favorably known for their skill and experience in this department of engineering, have been allowed 3 years for the completion of tasks requiring a large outlay of public money; and, from the satisfactory progress already made, there is reason to hope that the canal will be re-opened from sea to sea at the time appointed. The total length of the canal is 60 miles, 23 miles of which are formed by art, and the remainder by connecting and rendering subservient to commercial purposes a great natural basin, enriched in one sense, as well as beautified, by the ample waters of loch Ness, loch Oich, and loch Lochy.

ENGLISH RAILROAD SHARE-LIST.

NAME OF RAILWAY.	Miles opened.	Total sums, in pounds, authorized to be raised by shares.	Total sums, in pounds, authorized to be raised by loan or mortgage.	Total sums, in pounds, expended at dates of latest balance sheets.	Cost of working in pounds for six months as stated in latest balance sheets.	Total earnings, in pounds, for six months as stated in latest balance sheets.	Dividend at last meeting.		Paid on share.	Value of share.	NEW AND PROPOSED RAILWAYS.		Share Capital.
							Per share.	Per cent. per annum.					
Arboath and Forfar.....	15	102,000	35,000	138,870	.....	.....	0 12 6	2 10 0	25	20	Aberdeen.....	1,500,000	
Birmingham and Gloucester.....	55	1,187,500	407,336	1,500,806	39,261	53,203	1 5 0	2 10 0	100	100	Barnsley Junction.....	200,000	
Brandling Junction.....	23	161,700	365,470	481,452	.....	.....	4 10 0	50 54	50	54	Belfast and Balymena.....	385,000	
Bristol and Gloucester.....	37 1/2	400,000	211,000	657,825	.....	.....	.....	nihil.	30	59	Blackburn and Accrington.....	400,000	
Chester and Birkenhead.....	14 1/2	750,000	143,170	518,989	5,856	13,148	0 10 0	2 0 0	50	60	Birk. and Ches. Junction.....	1,000,000	
Dublin and Drogheda.....	31	450,000	150,000	582,254	.....	.....	.....	nihil.	60	115	Bolt, Wigan and Liverpool	800,000	
Dublin and Kingston.....	6	200,000	152,200	349,736	.....	.....	9 0 0	9 0 0	100	251	Caledonian.....	1,800,000	
Dundee and Arbroath.....	16 1/2	100,000	49,445	153,416	2,989	6,993	1 5 0	5 0 0	25	36	Cambridge and Lincoln.....	1,250,000	
Durham and Sunderland.....	18 1/2	169,350	124,055	270,392	9,889	17,702	.....	nihil.	50	25	Chatham and Portsmouth.....	5,000,000	
East County and North and East.....	86 1/2	4,443,200	1,341,155	3,931,905	47,385	118,726	1 6 6	.....	45	57	Chester and Wrexham.....	120,000	
Edinburgh and Glasgow.....	46	1,125,000	375,000	1,649,523	29,429	55,866	5 0 0	5 0 0	50	78	Churnet valley.....	1,800,000	
Glasgow, Paisley and Ayr.....	51	937,500	.....	1,071,258	12,446	36,736	1 5 0	5 0 0	50	73	Direct Northern to York.....	4,000,000	
Glasgow, Paisley and Greenock.....	22 1/2	650,000	216,666	797,643	11,830	23,447	5 0 0	2 0 0	25	21	Dublin and Belfast.....	950,000	
Grand Junction.....	104	2,478,712	.....	2,503,671	84,309	195,080	0 0 0	10 0 0	100	239	Dunfermline and Perth.....	250,000	
Great North of England.....	45	969,000	581,017	1,307,487	12,201	36,189	3 0 0	6 0 0	100	229	Edinburgh and Northern.....	800,000	
Great Western.....	221 1/2	4,650,000	3,679,343	7,445,689	143,279	440,046	4 0 0	8 0 0	80	215	Ely and Bedford.....	270,000	
Hartlepool.....	15 1/2	438,000	155,540	719,205	.....	.....	.....	8 0 0	100	100	Glasgow, Dum. & Carlisle.....	1,300,000	
Leicester and Swannington.....	16 1/2	140,000	.....	140,000	2,207	6,317	1 5 0	5 0 0	50	.....	Gt. South and West Ext.....	1,200,000	
Liverpool and Manchester.....	32	1,209,000	497,750	1,785,000	61,885	141,252	0 0 0	10 0 0	100	211	Gt. Grimsby and Sheffield.....	600,000	
Llanelli.....	27	200,000	44,000	221,624	.....	.....	1 0 0	2 0 0	87	.....	Harwich and E. coun. Jun.....	160,000	
London and Birmingham.....	202 1/2	6,874,976	1,928,845	6,614,005	96,413	456,997	0 0 0	10 0 0	100	245	Huddersfield & M. r. & cl.....	60,000	
London and Blackwall.....	3 1/2	804,000	266,000	1,768,851	15,978	23,870	3 0 1	10 0 0	16	10	Kendal and Windermere.....	125,000	
London and Brighton.....	56	1,935,000	705,000	2,637,753	30,490	130,156	10 0 0	6 0 0	50	77	Leeds and Dewsbury.....	400,000	
London and Croyden.....	8 1/2	550,000	229,000	761,885	7,583	10,545	8 0 0	4 0 0	14	23	Leeds and Thirsk.....	500,000	
London and Greenwich.....	3 1/2	759,383	233,300	1,040,930	15,193	28,933	.....	nihil.	13	11	Liv. Ormskirk and Preston	600,000	
London and South Western.....	92 1/2	2,222,100	630,100	2,604,405	89,439	190,631	2 0 0	10 0 0	41	83	London and Portsmouth.....	1,750,000	
Manchester and Birmingham.....	31	2,100,000	690,586	1,923,699	15,397	58,162	1 0 0	5 0 0	40	63	London and York.....	5,000,000	
Manchester and Bolton.....	10	778,100	197,730	773,743	8,565	21,140	2 0 0	4 10 0	93	169	Londonderry & Enniskillen	500,000	
Manchester and Leeds and Hull.....	87	2,937,500	1,943,932	3,921,593	46,653	156,761	8 1/2	10 1/2	60	170	Lynn and Ely.....	200,000	
Midland railway.....	179 1/2	5,158,900	1,719,630	6,279,838	75,227	276,129	3 0 0	6 0 0	100	192	Manchester, Bury and Ross	300,000	
Newcastle and Carlisle.....	61	878,240	188,563	1,135,069	26,499	46,745	5 0 0	5 0 0	100	113	Manchester and Buxton.....	250,000	
Newcastle and Darlington.....	23	500,000	.....	405,728	.....	.....	1 0 0	8 0 0	21	56	Mullingar and Athlone.....	.....
Newcastle and North Shields.....	7	150,000	153,876	309,629	8,943	18,466	6 9 0	5 0 0	50	69	Newcastle and Berwick.....	700,000	
North Union.....	39	739,201	308,306	1,028,593	24,788	37,794	2 10 0	6 5 0	100	176	Richmond & W. End Junc.....	.....
Paris and Orleans.....	82	1,600,000	400,000	1,978,415	.....	.....	0 16 0	8 0 0	20	45	Scottish Central.....	700,000	
Paris and Rouen.....	84	1,440,000	.....	.....	31,247	91,171	.....	8 0 0	20	40	Sheffield and Lincolnshire.....	650,000	
Preston and Wyre.....	19	830,000	179,852	355,161	4,191	7,066	4 0 0	50 32	.....	.....	Shrewsbury and Gd. Junc.....	400,000	
Sheffield and Manchester.....	19	1,150,000	311,759	951,455	11,895	14,876	.....	nihil.	87	135	Shrew. Wolv. Dudley & B.....	900,000	
South Eastern.....	88	2,996,000	1,530,277	3,464,172	69,288	139,042	3 1 4	33 48	.....	.....	Trent Valley.....	900,000	
Taff Vale.....	30	465,000	195,000	595,089	9,115	22,692	1 17 7	3 15 0	100	104	West London Extension.....	64,000	
Ulster.....	25	519,150	20,000	348,626	5,401	13,856	5 10 0	5 1 8	32	52	West Yorkshire.....	1,000,000	
Yarmouth and Norwich.....	20 1/2	187,500	62,500	230,036	5,186	10,008	1 0 0	5 0 0	20	29	Whitehaven and Maryport	100,000	
York and N. Mid. and Leeds and Selby	28	1,062,500	167,500	1,107,146	31,349	75,474	2 10 0	10 0 0	50	115	FRENCH RAILWAYS.		

ENGLISH STEAM AND MISCELLANEOUS COMPANIES.

Steam and Miscellaneous.						NAME OF COMPANY.		NAME OF COMPANY.					
NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.		Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Anglo Mexican Mint....	10,000	10	10	.....	15½	15½	Loughborough.....	70	142½	142½	70	1140	
Anti Dry Rot.....	10,000		18½	.....	2	.....	Monmouthshire.....	2,409	100	100	10	160	160
Australian Trust Company	5,700	100	35	.....	34½	.....	Melton Mowbray.....	250	100	100	10	117	117
General Steam Navigation	20,000	15	14	10	27½	27	Mersey and Irwell.....	500	100	100	10		
Gt Western Steam Pa.....			100	.....	25	.....	Macclesfield.....	3,000	100	100	2½	15	15
Metropolitan Wood Pav..	15,000	10	6	5	6½	.....	Neath.....	247	100	100	17	365	365
Patent Elastic Pav.....	10,000	1	1	5	1½	.....	Oxford.....	1,786	100	100	30	505	
Peninsular and Oriental..	11,493	50	50	7	64½	65	Regents or London.....	21,418	33½	33½	2½	25	25
Ditto.....	3,200	50	40	7	.....	.....	Shropshire.....	500	125	125	6	120	120
Polytechnic Institution.....			.....	6	.....	.....	Somerset coal.....	800	150	150	7½	123	123
Reversionary Int. Soc.....	5,387	100	100	4½	104	104	Stafford and Worcester...	700	140	140	25	480	480
R. Mail Steam Packet.....	15,000	100	60	.....	36½	37	Shrewsbury.....	500	125	125	12	230	230
South Western Steam.....	4,000	25	5	.....	.....	.....	Stourbridge.....	300	145	145	14	360	360
Ship Owners' Towing.....	3,000	10	7½	10	15	.....	Stroudwater.....	200	150	150	19		
Thames Tunnel.....	4,000	50	50	.....	.....	.....	Swansea.....	533	100	100	15	240	240
University College.....	1,500	100	100	.....	.....	.....	Sewer & Why & Rail Av.	3,762	26½	26½	5½	30	30
							Trent and Mersey.....	2,600	50	50	65	495	
							Thames and Medway.....	8,149	19½	19½	.....	10	10
							Warwick and Birmingham.	1,000	100	100	10½	167	
							Warwick and Napton.....	980	100	100	8½	122	
							Water Works.						
Ashby de la Zouch.....	1,432	113	av.	4	70	70	Birmingham.....	4,800	25	25	3½	28	28
Barnsley.....	720	100	100	14	180	180	East London.....	4,433	100	100	8	223	225
Birmingham, 1-16 share ..	3,000	118½	79	10	150	160	Grand Junction.....	5,500	av.	41 2-3	7½	88	90
Do. and Liverpool Junction	4,000	160	100	.....	13½	13½	New River L. B. Ann.....	1,500	.....	.....	2½		
Coventry.....	500	100	100	20	365	365	Manchester and Salford.....	6,486	av.	30	8½	57	57
Cromford.....	460	do.	do.	24	250	250	Vauxhall, lt. S. London.....	1,000	.....	100	5	55	55
Derby.....	600	do.	do.	9	105	105	West Middlesex.....	8,294	av.	63½	6½	126	127
Erewash.....	231	do.	do.	32	440	440	Docks.						
Forth and Clyde.....	1,297	400½	40½	4	440	440	Commercial Dock.....	1,065	100	100	3	130	
Grand Junction.....	11,600	100	100	7	162	161½	East and West India.....	.....	sto.	.....	5½	137	
Grand Surrey.....	1,500	do.	do.	.....	20	.....	London.....	3,238,310	sto.	.....	4½	114½	115
Gloucester and Berkley...	5,000	do.	do.	.....	8	8	St. Katharine.....	1,352,752	sto.	.....	5	116	171
Grantham.....	749	150	150	8	185	185	Southampton.....	7,000	50	50			
Lancaster.....	11,699	47½	47½	3	40	40							
Leeds and Liverpool.....	2,897	100	100	34	640	640							
Leicester.....	545	140	9	139	139	139							

AMERICAN STATE WORKS AND CANALS, ETC.

STATE WORKS.		Length in miles.	Cost.	1843.		1844.		The State Canals are all 4 feet deep, and the locks are 13 to 17 feet wide, and 80 to 90 feet in length.
				Income.	Expend.	Income.	Expend.	
N. Y.	1 Black river canal.....	35	1,524,967					The six millions paid to the canal fund from auction and salt duties are not included in the estimate of cost. The Genesee valley and the Black river canals require large sums for their completion, the interest of which additional sum is much greater than the estimated gross income of these canals when finished. The sums required to complete these two canals are \$2,000,000 and \$600,000, making their total cost when finished \$5,553,000 and \$2,409,000; an expenditure incurred on estimated incomes (admitted to be liberal,) of \$39,000 and \$14,000 respectively. The total receipts from the works of Pennsylvania for 1843 were \$1,019,401; for 1844 \$1,164,326, and the cost about 30 millions. The receipts for 1844 were as follows: Canal tolls, 578,404 Railroad tolls, 252,855 Motive power, 319,590 Trucks, 13,477 of which \$585,922 is from 118 miles of railroad, and \$578,404 from 550 miles of canal. The canals of Ohio are supported by a property tax of 5 1/2 mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
"	2 Cayuga and Seneca.....	21	237,000	16,557	10,953	24,618	14,443	
"	3 Champlain canal.....	64	1,251,604	102,308		116,739		
"	4 Chemung.....	23	684,600	8,140	14,486	14,385	12,740	
"	5 Chenango.....	97	2,420,000	16,195	15,967	22,179	15,960	
"	6 Crooked lake.....	8	156,777	461	3,674	1,498	3,951	
"	7 Erie—enlargement of.....	363	12,648,852	1,880,316				
"	8 Genesee valley.....	120	3,739,000					
"	9 5 1/2 miles opened, cost \$1,500,000.....			12,292	13,819	19,641	15,557	
"	10 Oneida lake.....	6	50,000	225	2,239	621	1,636	
"	11 Oswego.....	38	565,437	29,147	22,742	56,165	28,599	The total receipts from the works of Pennsylvania for 1843 were \$1,019,401; for 1844 \$1,164,326, and the cost about 30 millions. The receipts for 1844 were as follows: Canal tolls, 578,404 Railroad tolls, 252,855 Motive power, 319,590 Trucks, 13,477 of which \$585,922 is from 118 miles of railroad, and \$578,404 from 550 miles of canal. The canals of Ohio are supported by a property tax of 5 1/2 mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
Pa.	12 Beaver division canal.....	25				7,381	5,386	
"	13 Delaware canal.....	60				109,278	22,870	
"	14 French creek.....	45						
"	15 Seneca river towing path.....		69,276			381		
"	16 Columbia railroad.....	82 1/2	4,204,969			443,336	205,067	
"	17 Eastern division.....	36				179,781	138,915	
"	18 Juniata canal.....	93						
"	19 Portage railroad.....	36 1/2	1,828,461			351,102	248,943	
"	20 Western division canal.....	105						
"	21 North branch Susquehanna canal.....	73				101,949	57,633	The canals of Ohio are supported by a property tax of 5 1/2 mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
"	22 West ".....	72						
hi	23 Hocking canal.....	56	975,130	4,757		5,286	4,139	
"	24 Miami canal.....	85	1,660,742	68,640	38,826	77,844	22,341	
"	25 Miami extension.....	105	2,856,636	8,291		12,723	14,741	
"	26 Miami northern division.....	35	322,000			unfin'd.		
"	27 Muskingum.....	91	1,627,318	23,167		29,385	15,027	
"	28 Ohio.....	334	4,600,000	322,754	123,398	343,711	113,210	
"	29 Wabash.....	91	3,028,340	35,922	6,400	48,589	12,817	
"	30 Walhonding.....	25	607,269	838	39,005	1,977	1,238	
Ind.	31 Western road.....	31	255,015	7,254	1,782	8,747	2,929	The canals of Ohio are supported by a property tax of 5 1/2 mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
"	32 Sundry works.....		11,000,000					
Ill.	33 Maumee canal.....							
"	34 Sundry works.....		10,000,000					
Mich.	35 Central railroad.....	110	1,842,308	149,987	75,960	211,170	89,420	
"	36 Southern railroad.....	68	936,295	24,064	7,907	60,341	70,000	

CANALS.		Length in miles.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
				Gross.	Nett.		Gross.	Nett.			
	Blackstone.....	25	400,000								We may, perhaps, at some future time be enabled to give the particulars of all these canals. The Chesapeake and Ohio canal is not yet completed to the coal mines, hence its trifling income. The enlargement of the Schuylkill canal has been commenced. The Morris canal was lately sold for one million, about one-fourth of its cost.
	Bald Eagle Navigation.....		1,000,000								
	Beaver and Sandy, (part).....										
	Charleston, (S. C.).....	184	12,370,470	47,637							
	Chesapeake and Ohio.....	12	300,000								
	Conestoga.....	13									
	Delaware and Chesapeake.....	108	3,500,000	279,795	102,221		190,693	120,624			
	Schuylkill.....	103									
	Farmington.....										
	Janes river and Kenhawa.....										
	Middlesex.....										We may, perhaps, at some future time be enabled to give the particulars of all these canals. The Chesapeake and Ohio canal is not yet completed to the coal mines, hence its trifling income. The enlargement of the Schuylkill canal has been commenced. The Morris canal was lately sold for one million, about one-fourth of its cost.
	Port Deposit.....	10	200,000								
	Delaware and Raritan.....	43	2,900,000	99,623	53,327		131,411	84,455			
	Southwark.....		300,000								
	Tide Water.....	45	2,900,000								
	Union.....	80	2,000,000								
	Morris.....	101	1,000,000								
	Dismal Swamp.....										

CANADIAN CANALS.		Length in miles.	No. of locks.	Lockage in feet.	Size of locks.		Depth on mitre sill.	Width of canal.		Estimate.	Expended to Sept. 1843.	Income.	
					Length of chamber.	Width.		Bottom.	Surface.			1843.	1844.
The Welland canal.....					feet.	feet.	feet.	feet.	feet.	3,948,572	2,485,572	64,658	
Main trunk from Port Colborne to Port Dalhousie.....		28	31	328	150	26 1-2	8 1-2	45	81				
Junction branch to Dunville.....		21	1	6	150	26 1-2	8 1-2	35	71				
Broad creek branch to Port Maitland.....		1 1-2	1	6	200	45	9	45	85				
The St. Lawrence canal.....													
Galops and Port Cardinal.....		2	2	7	200	45	9	50	90				
Rapid Plat.....		4	2	11 1-2	200	45	9	50	90	672,498	973		
Farren's point.....		3-4	1	3 1-2	200	45	9	50	90				
Cornwall, passing the Long Sault rapids.....		11 1-2	7	48	200	55	9	100	150	865,372	1,665,663		
Beauharnois, do. Coteau, Cedars and Cascades road.....		11 1-4	9	82 1-2	200	45	9	80	120	1,190,087	275,426		
Lachine, do. Lachine rapids.....		8 1-2	5	44 1-2	200	45	9	80	120	old canal.	400,000	29,288	
Elargement of do.....										1,001,333	64,439		
Total from lake Erie to the sea.....		12	57	525									
Chambly.....		66	9	74	1120	124	6 1/2	36	60	200,000	440,000	1,409	

COAL COMPANIES.		Length in miles.	R. rd. Canals.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
					Gross.	Nett.		Gross.	Nett.			
	Delaware and Hudson.....	16	108	2,800,000	930,203	196,702	10				130	
	Lehigh.....	20	73	6,000,000							31	

AMERICAN RAILROADS.															
NAMES OF RAILROADS.		Length in miles.	Cost.	Loans and debts.	Number of shares.	Paid on share	1843. Income. Gross. Nett.		Div. per cent.	1844. Income. Gross. Nett.		Div. per cent.	1845. Income. Gross. Nett.		Div. per cent.
Maine.	1 Portland, Saco and Portsmouth.	50	1,200,000				89,997	47,166	7	131,404	62,172	6			
N. Ham.	2 Concord.	35	750,000									12			
Mass.	3 Boston and Maine.	56	485,461				178,745	68,499	6	233,101	86,401	6½			
	4 Boston and Maine extension.	17½	455,707	unfin.											
	5 Boston and Lowell.	26	1,863,744				277,315	144,000	8	316,909	147,615	8			
	6 Boston and Providence.	41	1,886,135	none.	18,600	100	233,388	110,823	6	282,701	156,109	6			
	7 Boston and Worcester.	44	2,914,078				40,14	162,000	6	428,437	195,163	7½			
	8 Berkshire.	21	250,000	not stated				17,500	7	17,737					
	9 Charlestown branch.		280,260						13	34,654	13,971	5½			
	10 Eastern.	54	2,388,631				279,563	140,595	6	337,238	227,920	8			
	11 Fitchburg.	50	1,150,000	just op'n'd						42,759	26,835				
	12 Nashua and Lowell.	14½	380,000				84,079		8	94,588	34,944	10			
	13 New Bedford and Taunton.	20	430,962				50,671	24,000	6	64,998	24,000	6			
	14 Northampton and Springfield.		172,883	unfin.											
	15 Norwich and Worcester.	66	2,290,000	900,000	16,535	100	162,336	24,871		230,674	99,464	3			
	16 Old Colony.		87,820	unfin.											
	17 Stoughton branch.	4	63,075	unfin.											
	18 Taunton branch.	11	250,000					20,000	8	96,687	20,000	8			
	19 Vermont and Massachusetts.														
	20 West Stockbridge.	3	41,516	200		100						4			
	21 Western, (117 miles in Mass.)	156	7,686,202	4,686,202	30,000		573,882	284,432		753,753	439,679	3			
	22 Worcester branch to Milbury.		8,431	506											
	23 Housatonic, (10 months.)	74	1,244,123							150,000					
Conn.	24 Hartford and New Haven.	38	1,100,000	100,000	10,000	100						6			
	25 Hartford and Springfield.	25½	600,000	400,000	2,000	100									
	26 Stonington, (year ending 1st Sept.)	48	2,600,000	650,000	13,000	100	113,889			154,724	79,845				
N. York.	27 Attica and Buffalo.	31	336,211				45,896	7,522		73,248	48,033				
	28 Auburn and Rochester.	78	1,796,342	200,000	14,000	100	189,693	112,000		237,667	152,007	6			
	29 Auburn and Syracuse.	26	766,657			133½	86,291	27,334		96,738	52,544	6			
	30 Buffalo and Niagara.	23	200,000		1,500										
	31 Erie, (446 miles.)		5,000,000												
	32 Erie, opened.	53						48,000		126,020	59,075				
	33 Harlem.	26	2,250,000	750,000	30,000					140,685	62,399				
	34 Hudson and Berkshire.	31	575,613			50				35,029	1,789				
	35 Long Island.	96	1,410,211	392,340	29,846					153,456	58,996				
	36 Mohawk and Hudson.	17	1,317,893	400,000	10,000	100	69,948	58,780		79,804	45,763				
	37 Saratoga and Schenectady.	22	303,658				42,242	3,000	1	34,666	8,455				
	38 Schenectady and Troy.	20½	640,800				28,043			32,646	6,365				
	39 Syracuse and Utica.	53	1,115,897	none.	16,000	62½	163,701	72,000		192,061	120,992	8			
	40 Tonawanda.	43	727,332				76,227			111,177	75,865	5			
	41 Troy and Greenbush.	6	180,000												
	42 Troy and Saratoga.	25	475,801				44,325	21,000		38,502	9,971	2½			
N. Jersey	43 Utica and Schenectady.	78	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199,094	8			
	44 Camden and Amboy.	61	3,200,000				682,832	383,880		784,191	404,956				
	45 Elizabethtown and Somerville.	26	500,000												
	46 New Jersey.	34	2,000,000												
	47 Paterson.	16	500,000									6			
Penn.	48 Beaver Meadow.	26	1,000,000												
	49 Cumberland Valley.	46	1,250,000												
	50 Harrisburg and Lancaster.	36	860,000	645,929									77,538	9,988	
	51 Hazleton branch.	10	120,000												
	52 Little Schuylkill.	29	900,000												
	53 Blossburg and Corning.	40	600,000												
	54 Mauch Chunk.	9	100,000												
	55 Buck Mountain.	4	72,000												
	56 Minehill and Schuylkill Haven.	19½	396,117	25,000	7,019	50			12			12			
	57 Norristown.	20	800,000												
	58 Philadelphia and Trenton.	30	400,000												
	59 Pottsville and Danville.	29½	1,500,000												
	60 Reading.	94	9,457,570	7,447,570	40,200	50				597,613	43,511				
	61 Schuylkill valley.	10	1,000,000												
	62 Williamsport and Elmira.	25	400,000				20,000								
	63 Philadelphia and Baltimore.	93	1,400,000				43,043	200,000			210,000				
Delaw're	64 Frenchtown.	16	600,000												
Maryl'd	65 Baltimore and Ohio, (1st Oct.)	188	7,742,410	1,153,709			575,235	279,402		658,620	346,946		738,603	374,762	3
	66 Baltimore and Washington.	38	1,800,000				177,227	71,691		212,129	104,529		208,813	95,094	6
	67 Baltimore and Susquehanna.	58	3,000,000												
	68 Wrightsville, York and Gettysburg.	12½	500,000												
Virginia	69 Greensville and Roanoke.	18	284,433	37,544	2,000	100				25,368	6,074	3			
	70 Petersburg.	63	969,880	63,000	7,690	100				122,871	72,898	6			
	71 Portsmouth and Roanoke.	78½	1,454,171												
	72 Richmond, Fredericks'g and Potomac.	76	800,000							185,243	85,688				
	73 Richmond and Petersburg.	22½	700,000												
	74 Winchester and Potomac.	32	500,000												
N. Car.	75 Raleigh and Gaston.	84½	1,360,000												
	76 Wilmington and Raleigh.	161	1,800,000												
S. Car.	77 South Carolina.	136													
	78 Columbia.	66	5,671,452		34,410	75	201,464	77,456		532,871	140,196				
Georgia	79 Central.	190½	3,000,000	500,000	22,500	100	227,532	93,190		328,425	180,704				
	80 Georgia.	147½	2,650,000				248,026	158,207		248,096	147,523				
	81 Montgomery and West Point.	89	500,000	170,000		100				35,000	15,000				
Kent'ky	82 Lexington and Ohio.	40	450,000												
Ohio	83 Little Miami.	40	400,000												
	84 Mad river.	40	152,000												
Indiana	85 Madison and Indianapolis.	56	212,000	50,000			22,110	8,639	8	39,031	10,065	9½	24,984	3,280	
Canada	86 Champlain and St. Lawrence.	15						12,000		58,000	24,000				

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

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Thursday, November 30, 1845.

THE COAL TRADE—SCHUYLKILL VALLEY.

The shipments by railroad are 21,651 00 tons, and by canal 8,586 14, making 30,247 14 tons for the week.

BY RAILROAD.

From Pottsville and Port Carbon—total.....	445,756
From Schuylkill Haven—total.....	357,005
From Port Clinton—total.....	19,152

Total by railroad.....731,914

BY CANAL.

From Pottsville and Port Carbon—total.....	150,354
From Schuylkill Haven—total tons.....	42,976
From Port Clinton.....	47,585

Total by canal.....240,917

Total by railroad and canal.....972,832

LEHIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh coal and navigation co.

Summit mines, -	171,898
Room run do., -	67,500—237,407
Beaver Meadow railroad and coal co.,	71,011
From Penn Haven—Hazleton coal co.,	64,440
From Rock Port—Buck Mountain coal co.,	21,713

396,571

WYOMING COAL TRADE—total.....159,745

PINE GROVE COAL TRADE—total.....41,734

MINEHILL AND SCHUYLKILL HAVEN RAILROAD—

total tons.....399,045

MOUNT CARBON RAILROAD—total tons.....235,330

MILL CREEK RAILROAD—total.....81,770

SCHUYLKILL VALLEY RAILROAD—total.....103,375

[Miners' Journal.]

WESTERN RAILROAD.—Receipts for week ending November 8.

	1845.	1844.
Passengers.....	\$5,897	\$4,997
Freight, etc.....	13,563	9,435

Total.....\$19,458 \$14,432

Net gain this week.....5,026

Net gain previously since Jan. '45....44,538

Total gain.....49,564

READING RAILROAD.—A comparative statement of the business of the Philadelphia and Reading railroad, for the week ending November 8th, 1845, as compared with the corresponding week last year.

	1844.	1845.
Passengers, freight, etc....	\$16,578-93	\$30,928-13
Coal transported, tons.....	12,443	21,897

Canal Tolls.—Amount of tolls received on all the canals during the month of October in each of the following years:

1839.....	\$283,678
1840.....	345,246
1841.....	359,992
1842.....	354,977
1843.....	381,839
1844.....	384,542
1845.....	493,178

Excess of tolls in October 1845, over the corresponding month in 1844, \$108,636: And \$209,509 more than in October, 1839.

The flour and wheat brought to tide water in October 1844, and October 1845, is as follows:

	Flour.	Wheat.
1845.....	445,191 bbls.....	482,273 bus.
1844.....	366,807 ".....	307,944 "

Increase..78,384.....174,329
Reducing the wheat to flour, and it makes the increase in October this year over last, equal to 113,249 barrels of flour.

The merchandize going from tide water in October 1845, amounted to 55,613,000 pounds—and in October 1844, to 49,137,900 pounds: Increase in October this year over last, 6,476,400 pounds.

Canal Tolls.—Amount of tolls received on all the New York state canals, in each of the following years, viz:

	1st week in Nov.	Total to 7th Nov.
1839.....	\$64,306.....	\$1,476,063
1840.....	82,060.....	1,612,586
1841.....	82,240.....	1,874,725
1842.....	82,769.....	1,599,294
1843.....	97,813.....	1,924,483
1844.....	96,298.....	2,238,712
1845.....	116,680.....	2,365,958

Albany Atlas.

Our Table of American Railroads.—We shall endeavor to correct this table by the annual reports and other means as they come to hand, and shall be obliged to those having the data for correcting us, if they will promptly point out any error into which we may fall from not being able always to determine precisely what is the cost of the work, nor what proportion is chargeable to stock paid and what to loans. We aim to state the facts in each individual case, but find it exceedingly difficult in many cases to obtain any statement from authority on which we can rely—not being able to visit them personally—and our circulars asking information of general interest, even when post paid, are not in many cases answered.

We have made material alterations in the figures opposite several roads, in this number, and shall be greatly obliged to parties interested, for corrections if they detect errors.

Harlem Railroad.—The earnings of the Harlem railroad for the month of October, were, we understand, \$17,255 74, showing an increase of \$5,947 52 over the same month of last year. Contracts have been made for the completion of the road to Somers, twenty-four miles beyond White Plains, and a large number of men are at work upon it. The cost of the extension of the road is put down, as we learn, at \$20,000 a mile. This is quite too low. The road destined to compete with the Hudson river, between this city and Albany, should be constructed in the very best manner, that high speed may be attained with entire safety. Will \$20,000 per mile construct such a road on this route? Will the engineer please enlighten us?

Kyanizing.—We made a material error in the article signed L, on this subject, in our last. In speaking of the number of cross-ties prepared we make the writer say "1,400" and "1,700," whereas it should be fourteen thousand and seventeen thousand. The error is not material so far as it concerns the effect of the process, but we like always to give our friends full credit for all they do and especially so in a matter of this importance.

Branch Roads and Stage Lines Connecting.—We desire to obtain an account of the connecting lines of stages with each railroad in the country. By referring to the advertisement of the Boston and Providence railroad company, in this number, may be seen an approximation to what we seek, though it does not go quite as far as we wish. We wish to give the different lines, the distance to its place of

destination, usual fare, and the principal hotels, at the termini of the route. Our object is to publish these lists in connection with each railroad advertisement for the convenience of those who wish to visit those places. Will the gentlemen in charge of the different railroads, or some one of their conductors, oblige us with such a statement? If they will we will endeavor to reciprocate the favor. The sooner we receive the list the more useful and satisfactory it will be.

Coal and Iron.—The Resources of Pennsylvania.—

The remarks of Mr. Sanderson, of Philadelphia, made at the Danville railroad convention, which will be found in this Journal, are to the point. Mr. Sanderson was one of the early advocates of railroads in Pennsylvania. He takes a comprehensive and just view of the resources of that great state, and sees the necessity of concert of action and energy to develop them; but unfortunately for himself, he, like some others we could name, is in advance, by many years, of those around him who would be most benefited, and who hold the purse strings. He may predict, and give the best possible reasons for his views and quote past experience, as he does in these remarks, yet the million cannot reason of the future from the past. There are really but few who realize justly that "what has been may be again" and even more so, and thus profit by their sagacity. Of this exceedingly small number is Mr. Sanderson; at least, he comes within the few who reason justly in relation to the future prospects of the country, though he may not profit by it as he ought and as we hope he may in the management of his excellent hotel—the "Franklin House,"—in Philadelphia, where the traveller will find good fare at all hours and at reasonable rates.

Madison and Indianapolis Railroad.—"We are informed that the directors, at their late meeting in Madison, unanimously voted to direct the purchase of the heavy Ω rail for the road between Edinburgh and Indianapolis."

We agree fully with the editor of the State Sentinel that this is good policy; make a good road in the first place if you can, and as will be learned from the Journal, there can be no difficulty in doing so while the earnings of the road enable the company to pay from 8 to 10 per cent. dividend upon the new capital, or that portion furnished by individuals. The state, it will be seen, receives no dividend under seven years, upon the amount expended under its management, consequently those who finish and manage it will derive large returns for their investment; we hope, therefore, that they will be encouraged to extend the road beyond the capital, towards the lake.

Postoffice Arrangement.—We notice by the Washington Union, says the Ledger, that a contract has been concluded between the postoffice department and the Wilmington railroad company, by which the carriage of the mail between this city and Baltimore is secured to the company to the end of the present mail contract period, at the maximum price allowed by law; the railroad company agreeing to run an extra line between ten o'clock at night and six o'clock in the morning, thus materially expediting the mail, and securing to the company a large and certain yearly revenue.

We are also informed, says the same paper, that the receipts for tolls on the Chesapeake and Delaware canal, last week, was rising \$4,100. The receipts for the corresponding week last year were \$1,600. Difference in favor of the week for this year, \$2,500. Though there is an increased business through this canal, the increase last week is hardly a fair criterion of the business doing—the late drought having forced more than the usual amount of business into last week.

The following letter is very acceptable. Its contents are exceedingly appropriate, especially at this time, as it not only supplies a deficiency and corrects an error in one table—that of American railroads—in which our readers take a deep interest, but it also enables us to supply a manifest deficiency and to correct an awkward error on another table, which we often find it somewhat difficult to do to our taste; the writer will therefore please accept our thanks for this evidence of his sagacity in foreseeing and for his prompt action in providing the means to supply deficiencies and fill blanks; if it were not for our diffidence, we should say to the reader, who has not already done so, “go and do thou likewise.”

RAILROAD OFFICE,
Madison, Ind., Nov. 4, 1845.

For the American Railroad Journal.

That the Madison and Indianapolis railroad may stand right in your table of American Railroads, I submit the following as its present condition, which should be inserted at the proper place, No. 85.

Length, 56 miles; cost, \$1,746,907.68—\$1,561,798.72 expended by the state—and \$185,108.96 expended by the company; loans and debts, \$50,000; income 1843, gross, \$22,110.23, net, \$8,638.70; dividend, 8 per cent.; 1844, gross, \$39,031.14, net, \$10,065.05; dividend, 9½ per cent.

Note.—The state derives no dividend for seven years, if the company finish the road in three years. One-third the net profit will then belong to the state.

The receipt for the present year will be at least \$60,000. The remaining 30 miles of the road [making in all 86 miles] are now under contract; the grading is about half done and we are confident that the road will be completed in about 15 months.

Enclosed is five dollars which with that already advanced will pay for two copies of the Railroad Journal, which you will please send to me for the next year, commencing first January.

Yours respectfully, S. M.

We give the following extracts from Mr. Herron's recent letter, preliminary to the description of his track, which will be given in our next, as it came too late to hand for this number.

There passed over it, as will be seen, 800,000 tons of coal in a year and five days from its completion.

“I send you by Adams & Co.'s express, for insertion in the Journal, a small stereotype plate of my railway track, with an accompanying article, referring to the cut, and descriptive of it, as laid upon the Reading railroad.

For the American Railroad Journal.

“The article, you will perceive, gives the dimensions and quantity of materials used, details of cost and particulars regarding the sublimated timber, its cost, etc., etc., not hitherto published.

“I have had the stereotype cut ready for some time, but have delayed the publication until the magic number of 800,000 tons of coal had actually passed over it. This has taken one year and five days to accomplish.

“Your doubts about Kyanizing are likely to elicit some highly important facts on the subject, that may be of lasting benefit to the country. We want facts, well authenticated facts, for or against, with responsible names vouching for them. All who furnish correct circumstantial information on the subject, are truly public benefactors.”

Foreign Correspondence.

We have the pleasure of giving another interesting letter from our Paris correspondent. It will be seen from this letter that the “company Rothschild”

had the ability to “swallow up” all its competitors for the line to Belgium, and thus walk over the course. It will also be seen that such is the reputation of this house, the shares went up immediately to 900 francs, their par value being 500 francs.

The views of the writer in relation to the influence of railroads upon man, are sound and practical. He says truly that “it is by the constant contact of the people with each other that they will learn how to know each other and appreciate what is best and most conducive to human happiness.”

We ask the special attention of those of our readers who have the management of that department to the inquiries of the writer in relation to the cost of working railways in this country. He desires to compare the expenses of management in the different countries; and when we inform them that it is to the writer of this letter—Major Poussin, formerly a member of the U. S. Eng. corps—to whom they are indebted for the work on the Belgian railways, upon which we have drawn so liberally during the past summer, we trust they will furnish us with the details in full sought by him. If each annual report of each company contained those details there would be great economy introduced into the management of our numerous railroads. Economy is often learned by comparison. Almost every company will be able to learn something new and perhaps, also, to communicate something to others; at all events much of interest and utility will result from the general adoption of such a system of reports.

(Foreign correspondence of the Railroad Journal.)

PARIS, RUE RICHER,
September 11th, 1845.

MY DEAR SIR: I have just returned to Paris, after an absence of two months, and found at home your letter of July 24th, together with a file of your valuable Journal, for which I return you my best thanks.

The most important news about railways at this time is the late adjudication of the line from Paris to Belgium, for a term of 38 years to the Company Rothschild, which has succeeded by its irresistible power and influence to swallow up five competing companies, so that the Company Rothschild presented itself alone to obtain the concession of the line. The shares went up immediately after the government decision in favor of M. Rothschild, to 900 francs, they being worth at par 500 francs.

A small branching to Fampaun was conceded to the Company O'Neill for 37 years and some months.

In a few weeks we shall have a more important adjudication, that of the line from Paris to Lyons and the Strasbourg line.

The number of companies already formed for these lines is large, and continues to increase, so great is the people's favor for railway shares, and indeed for all sorts of shares; for we have seen in these later days new societies formed for objects of the most doubtful character.

It is most likely that the same combination of companies will take place in respect to the Lyons and Strasbourg lines or for the Northern, and that the house of Rothschild will extend its powerful grasp over the main arteries of the country. This appears to me the unavoidable conclusion of the present competition between rival companies.

Our great line to Belgium will not be completely opened through from Paris to Lille until May next, for there remains some work yet undone which will occupy all the winter to complete. Next spring, consequently, we may safely calculate on seeing this great line of communication between the metropolis of France, Belgium and the German states,

fairly established, to the great convenience of travelers, but particularly to the great advance of civilization and rational liberty.

I have no doubt that the new system of communication by steam on land and on water will do much more for real practical liberty than all the best theories in the world. It is by the constant contact of the people with each other that the people will learn how to know each other, and appreciate what is best and most conducive to human happiness.

European railways differ little in their construction, either in France, England, Belgium, Germany, or Italy; the system of construction is all over the same; the only difference is in the weight of the rails. Heavy rails, say 32 kilograms per metre, is becoming now generally adopted on account of the rigidity it presents, and the better stability of locomotives in passing on such structure. Cross-ties of wood is the usual mode of understructure, and, in some cases, string pieces are also adopted. The nature of the wood and the mode of using it differ in each country according to the resources of the land as to timber. Essays of cross-ties of iron have been made, but without any advantage. Various schemes of preserving timber have likewise been resorted to, but do not prove completely efficient.

As to the machinery, it is all over the same, viz: heavy and powerful locomotives of the English or American models. The American model of Norris' establishment is becoming more and more justly appreciated, and consequently is in fair demand.

American wagons, accommodating 60 or 90 persons, are also becoming of use. Such carriages are to be met with on German railways and in Belgium. I am myself in favor of long carriages resting on 8 wheels.

Atmospheric systems of locomotion continue to occupy the scientific world, but has not made, up to this date, much practical progress.

I am about experimenting a new system of this description within a few days, and will let you know the result.

My late work on Belgium, as well as all my other works on the United States, are to be found at Mr. Bossange's, New York.

The report sent by you was charged letter postage.

Those reports contain none of the information I am desirous of obtaining, to wit: cost of fuel, quantity consumed, cost of repairs of locomotives per ann. materials and labor, number of miles run, number of trains, number of engines employed, men employed. In a word, I should like to ascertain correctly whether the working of an American railroad is cheaper or dearer than with us? Very truly yours,

LE MAJOR G. T. POUSSIN.

The Baltimore and Ohio Railroad, And the opposition of Virginia to its extension.

It may be recollected by our readers that, in republishing the 19th annual report of this company, in the Journal of 30th ult., we commented freely, though not discourteously, upon the opposition of Virginia and Pennsylvania, to a renewal of the right of way to the Ohio. In the course of those comments we made the following remarks, viz:

“The objection made by ‘old Virginia’—by this we mean the eastern part of the state—to the termination at Parkersburg, if we understand it, is that it will interfere with the ‘James river and Kanawha’ line of improvement from Richmond to the Ohio river. And the objection of a part of Pennsylvania to its termination at Pittsburgh is, that it will inter-

here with their state works, and also prevent the construction of a railroad direct from Harrisburg to Pittsburg. These objections may all be valid and just, yet we do not deem them either valid or just, but entirely the reverse. Indeed we have not a doubt but that the early completion of the Baltimore and Ohio railroad through to Parkersburg or other suitable point of termination on the Ohio, would insure the construction of the James river line of improvement, by a railroad, of course, over the mountain to the Ohio, at an earlier period than it will be made if the Baltimore and Ohio railroad terminates finally at the coal region; and so, on the other hand, if it were to be continued from Cumberland to Pittsburg, it would insure the construction of a continuous railroad from Pittsburg to Philadelphia in less time than it would be otherwise built.

"It appears to us, if we may be allowed to express an opinion, that this company has a just claim upon Virginia for the right of way to the Ohio river: the claim of the company, however, weighs as but a feather in comparison with the right of the public—the millions who will pass over it, if properly built to the right point—and we do not hesitate to say that the people of Virginia have too much regard for the general interest and too much respect for individual rights, to stand in the way of the early completion of this noble enterprise, especially when so many of her own citizens on its line will be so much benefited; and more especially as its construction will insure early and successful action on her own main line, from the mouth of the Kanawha to Richmond.

"The true policy is to build as many lines as possible between the Atlantic and Mississippi; the more avenues the more trade and travel, and at the lowest rates possible; whereas, with only one or two main lines over the mountains, high rates and poor accommodations are the sure result, as on some of our present Atlantic lines where there is no rivalry.—There will be good business for all the lines which the people are willing to pay for; the only difficulty will be to build avenues enough to accommodate the business between the east and the *magnificently west*."

Which were copied by the Baltimore American, of 2d inst., with the following in approval, viz:

"THE RAILROAD JOURNAL, reviewing the last annual report of the Baltimore and Ohio road, has some just and sensible observations worthy of particular attention in our sister states, Pennsylvania and Virginia. It speaks of the early beginning of our great enterprise—of the cordial assent of Virginia and Pennsylvania to the passage of the road through their territory—of the difficulties which the company had to encounter from its being a pioneer work in the progress of which experience and knowledge in the construction of railroads had to be purchased dearly, and of the further difficulties caused by the commercial revulsions of 1837, 1838 and 1839.

"We quote the following passages from the Journal's article, with the remark that this is the language and these the views of an impartial observer whose comprehensive knowledge on the subject of which he treats is not likely to be perverted by prejudice."

The Richmond Whig, of the 5th inst., copies that portion of our article republished by the Baltimore American, and probably from that paper, as a paragraph of some importance in the argument is omitted, and also as we have not the benefit and pleasure of an exchange with the, "Whig," though we have sent the Journal to it for several weeks together, at three or four different periods within the last fourteen years, but never received a paper in return—and comments upon it with its usual ability and courtesy. But that our readers may have the benefit of its remarks, we give them in full, and we believe correctly, though there

may be a comma too much or too little, as we had to copy them with pencil in a public reading room. They are as follows, viz:

"COMMENTARY.—Fine reasoning this! How will it promote the Pennsylvania railroad from Philadelphia to Pittsburg, now in agitation, for Baltimore to reach Pittsburg first, by her railroad, and tapping the Ohio trade at that place, carry it to Baltimore? And how pray, is it to promote the completion of the railroad from James river to Guyandotte, that Baltimore reaching the Ohio first at Parkersburg has tapped the trade of the river at that point, and trained it off to Baltimore? More absurd and undemonstrable propositions were never addressed to the common sense of two great communities, and they are so plainly so, that the Railroad advocate does not bring forward one single argument plausible or unpalatable, to sustain them. It contents itself with the mere assertion of them, as if its authority was enough, without argument, to overthrow the plainest deductions of reasoning and the force of self-evident facts.

"Virginia and Pennsylvania have heretofore refused to be duped by this reasoning, and we have no doubt will continue to refuse.

"The 'just claim' alluded to, (which however was no just claim at all) has already been granted by Virginia. The Baltimore company have the right of way to the Ohio at Wheeling. But reversing the adage that 'beggars have no right to be choosers' and the other one, that you 'should not look a gift horse in the mouth,' she arrogantly claims the right to select her own Terminus on the Ohio, not merely disregarding of the interests of the Virginia works, but with the view to supplant them. We hope it will never be submitted to."

It is possible that the editor of the Whig might not have been quite as severe if he had read the whole of the article from which the extract was made; and more especially if he had been familiar with the course of the Journal for years past; and it is even possible—though not very probable, since the editor of the Richmond Whig says otherwise—that there may be some truth in the assertion, even without argument to sustain it, that the completion of the Baltimore and Ohio railroad to the Ohio at Parkersburg, or Pittsburg, or even to both places, might facilitate the construction of the other works alluded to in those states.

It is well known to those who have been in active life during the past 25 years, that neither Pennsylvania nor Virginia have moved in the construction of a public work until an example had been set them, nor indeed until they were driven into it in self-defense—or, rather, to sustain their relative position with other states; and we might not be far wrong in saying that they probably never would have been leaders in such measures. It is better, however, we cheerfully admit, to follow in a good cause than never to engage in it, and we therefore concede to them much credit for what they attempted to do—even though neither have been very successful in their efforts.

The time has now arrived, however, when our public works are to be resumed, and it is much to be hoped that those states which have been unsuccessful in their efforts will profit by their past errors.

The people, the business community, desire, and must have, facilities for travel and transportation. Neither Boston, New York, Baltimore, nor even Richmond, nor, indeed, all of them combined, constitute the people.—These cities, large and prosperous as they are, are only drops in the great waters—or form but a small part of the business community of this country; and, indeed, the present population of the country is only in the infancy of its growth. Where then will be its power at manhood? even at the close of another half century? very far beyond the Alleghenies; yet the products of its industry must be brought over, or around those mountains, and its supplies from the seaboard have also to reach their destination by one or another of the different channels of communication now in use or to be formed. The difficulty is to be in constructing them in a proper manner, as fast as they will be required. It is important, therefore, that those which will afford the best facilities, to the greatest number of people, in the shortest period of time, on the most favorable terms, and at the least outlay of capital should be first undertaken and completed. It is not the construction of works designed especially, or even mainly, to benefit a particular city, or section of a state, which should be first undertaken; but rather those which will benefit the masses, by opening easy communication between important points, revive the industry and confidence of the people; and thus develop the resources of the greatest extent of country. Such are the works that Virginia needs—and such works she may have if she sets herself about it in earnest; yet it is not to be effected by an attempt to bring the whole of the ascending trade on the Ohio to Richmond—by prohibiting the approach of other works to the Ohio between the mouth of the Kanawha and Pittsburg—or even Wheeling. Let the people of Virginia construct their main work from the present termination, or other suitable point near, of their James river canal, over the mountain, to, or near the mouth of the Guyandotte. Our present opinions are decidedly in favor of the southern route. They may be erroneous, if so we desire to be set right. This line once completed to the canal at, or in the vicinity of Lynchburgh, and ultimately to Richmond, then may the people of that city begin to realize their anticipations. Whatever leaves the Ohio upon this line, destined for the northern and eastern states, or middle and eastern Virginia, will be most certain to pass through Richmond; but if the main line reaches as far north as Staunton, a large amount of its business will pass down the valley, and of course to Baltimore. It strikes us therefore that, if the distance, the grades and the curves—for after all the instruments, and not the towns or villages,

should decide the route—on the southern route are as favorable as those on the northern, it should, as a matter of interest to Virginia, be adopted. The business on this line from the Ohio river to the Atlantic, will pass over about 450 miles of Virginia territory; and thus afford facilities to as many of her citizens as any one line in the state can; yet a very large portion of them will not be directly—though they will be indirectly—benefitted by it; therefore other lines should be constructed, wherever they can be, for the benefit of those who cannot use this line. There will eventually be a line, we have not a doubt, up the valley, an extension of the Winchester and Potomac, and there will be numerous branches connected with the main lines, yet none of them are likely to reach up into the northwestern counties, unless the Baltimore and Ohio shall be allowed to reach them in its course to Parkersburg.

In granting leave for the construction of works of this kind, it is an easy matter for legislators to say where it shall be laid, and where terminate; yet it is oftentimes exceedingly difficult to make the instruments agree with the legislature; and so, we imagine, it will prove in the permission given this company to terminate at Wheeling. There has been too much of this kind of engineering in this country. The best route should always be selected for great thoroughfares between important points, instead of consulting the interest of a few individuals, or any particular place. The route to Parkersburg is said to be much the most favorable, and it is in a good direction for the extension of the line through the interior of Ohio; it will also accommodate a much larger number of the citizens of Virginia than if it terminates at Wheeling; while the distance from the mouth of Guyandotte to Parkersburg is such as to give to the lower, or Richmond route, a decided advantage in relation to all business destined for lower Virginia, and an equal chance for much that is destined for more northern points. It will hardly be contended, we imagine, that the business of northwestern Virginia, at and above Parkersburg, will descend the Ohio, and pass over the road to Richmond, it will be much more likely to ascend and pass over the Pennsylvania works, whereas, if the Baltimore road was completed, it would accommodate a large number of the citizens of Virginia, and make a large amount of the business on the Ohio, which cannot be "trained" off to Richmond, tributary still to a portion of her citizens, instead of driving it around them to Pittsburg.

We said in our remarks that "we have not a doubt but that the early completion of the Baltimore and Ohio road to Parkersburg, or other suitable point of termination on the Ohio, would insure the construction of the James river line, at an earlier period than it will be made if that work stops at Cumberland;" and we now reiterate the assertion, notwithstanding the editor of the Whig says it is "absurd and undemonstrable." It is exceedingly doubtful whether Virginia could be brought to the sticking point, at this time, in a matter of this magnitude, unless they

were, in a measure, driven to it by other states; but as other states progress, Virginia will begin to talk—when they have actually taken possession of her soil, and begin to improve the general interest, then you will see them stir about. In this way we imagine the interest of the main line will be promoted and the work advanced, by the completion of the Baltimore and Ohio road to Parkersburg, without interfering materially, if at all, with its business from Guyandotte. It appears to us, therefore, that the true policy of Virginia is to construct her main line, and as many branches as she can, and at the same time let other people, who will do so, expend their capital, and construct all the railroads they please, within her borders—the more the better.

If we may be allowed to express another opinion, we would merely say that the course of the people of Virginia, who oppose the progress of the Baltimore and Ohio company, participates more of the disposition of "the dog in the manger," than does that of the company of "beggars being choosers," or of "looking a gift horse in the mouth." The completion of the work will undoubtedly benefit the company by increasing their business: it will also be of immense advantage to the people of that region of the country, quite as much as to the company, therefore the company confers as much benefit as it will receive; while the opposition of the people of eastern Virginia neither benefits themselves nor any others. They act, it seems to us, from the mistaken impression that the prosperity of others is just so much taken from them—whereas, we feel assured that the competition would arouse them to action, and thus be of incalculable benefit, rather than injury to them—and with these abiding impressions, we hope wiser counsels will prevail, and the "just claims" to a right of way conceded. We shall refer to this subject again.

Mad River and Lake Erie Railroad.

We have received the annual report of the directors, together with a report from Wm. Durbin, Jr., superintendent, and from R. M. Shoemaker, Esq., chief engineer of this company, to the stockholders, made at their annual meeting, held at Bellefontaine on the 20th of October last, from which we learn that the entire line is under contract, and to be completed to Springfield by the first of August next; at which period it is expected that the Little Miami railroad will be completed to the same point, thus opening a railroad communication from lake Erie, at Sandusky city, to Cincinnati.

The timely aid of \$300,000 obtained by this company in Boston on loan for ten years, will enable them to so far complete the road as to be able to raise the balance \$293,354, on loan, or on the bonds of the company.

It is truly gratifying to learn that this old acquaintance of ours—whose first introduction to the readers of this Journal was on the 11th of February, 1832, now nearly fourteen years!—is progressing rapidly towards completion.

The charter was granted January 5th, 1832—the first meeting of the commissioners was held at Bellefontaine on the 22d February, when it was resolved to open the books for subscription on the 3d Monday of May following. Thus it will be seen by its

friends that we have its early history on record, and we hope to enjoy the pleasure of recording the events of that day, when the cars shall run through from the lake to Cincinnati—and, possibly, of witnessing the desired event. We give the reports of the superintendent and engineer in full, that they may be on record for future reference. As we now find much convenience and advantage in being able to refer to the early volumes of the Journal, so, at some future day, may others to those of the present period, even if we do not.

We also publish a list of the directors chosen for the ensuing year.

Report of the Superintendent, To the President and Directors of the Mad River and Lake Erie Railroad Co.

GENTLEMEN:—I submit the following brief statement of this department of your road, for the fiscal year ending 18th October, 1845.

The total receipts have been	
For 6269 passengers.....	\$5,925 06
" freight.....	18,383 36
" mail.....	675 63
Total.....	\$24,984 05

This embraces an estimate of the probable amount of the last week's receipts, which is set down at \$500. The receipts are \$7,718 73 less than those of the preceding year.—This is attributable to a general failure of the wheat crop in the northern counties.

The expenditures have been	
For machinery.....	\$9,970 05
" wages and expenses of transportation.....	6,368 57
" repairs of road, bridges, culverts etc.....	5,345 76
Total.....	\$21,704 38

Under the head of "machinery" is included the cost of building passenger and freight cars—a commodious stone building 63 by 125 feet for car shop, smith shop, and finishing shop—another stone building 50 by 24 feet, for a stationary engine, lathes, etc. Under this head is also included the ordinary repairs of locomotives, cars, etc. The item of "wages and expenses of transportation," embraces the salary of superintendent for two years—wages of the conductor, clerk, enginemen, firemen, porters, laborers at water stations, fuel, oil, and all other expenses incident to transportation. "Repairs of railroad" includes cost of sills, sleepers, rails, spikes, tools, wages of men employed in keeping up the repairs of the track, repairing and rebuilding culverts, opening ditches, etc., etc.

The track between Bellevue and Tiffin, 23 miles, which has now been in use nearly five years, will require rebuilding next season.—Most of the rails and cross ties are so far decayed as to render them unsafe for another year's business. Contracts have been entered into for a large portion of the materials necessary for its re-construction, to be delivered at suitable points on the road during the coming winter and spring. It is proposed to use two sills on each side of the track, each 5 by 8 inches, laid side by side and breaking joints at the centre. This will be equal to a single sill 5 by 16 inches. The cross-sleepers will be 8 feet long, 9 inches wide at the base, 9 inches high, 3 inches wide at top laid 3 feet apart from centre to centre. The rails will be of white oak timber 6 by 9 inches, surmounted with an oak scantling 3 by 1½ inches, on which the iron bar will be spiked.

This will be a much heavier structure than the one it is intended to replace, and is estimated to cost \$1,400 per mile. 14 miles of this division are laid with an iron rail plate only 2½ by ½ inches; this iron is too light to sustain heavy freight trains, without constant repairs; a permanent and substantial railway can only be secured by using a much heavier bar than any now laid down on your road.

The first 15 miles of the road from Sandusky city to Bellevue, will likewise require thorough repairs next season. It is not proposed to rebuild this division until the company can provide heavier iron to supply the place of the present light bar, which is but 2½ by ½ inches of a very inferior quality, and having been in use upwards of eight years, is much worn and broken.

The heavy drafts made on the earnings of the road prior to June last, to meet contractors' estimates south of Tiffin and other liabilities of the company, together with the cost of additional machinery, shops, etc., left too small a sum at our disposal to keep the track in as good condition as it should have been. The whole amount expended during the last two years in repairing track, rebuilding several large culverts, opening ditches, repairing water stations, sidings, etc., average but \$120 per mile per annum, and this too on a wooden road built in 1840 with the light iron bar before described. This sum was wholly inadequate to keep the road in good adjustment, and far below the amount annually expended per mile on the best iron roads in the country. Additional water stations will be required next year—at least one between Sandusky and Bellevue, and another between Bellevue and Republic.

The machinery has been increased within the last year, and materials procured for a large additional number of freight cars to be built this winter. Provision has been made for a sufficient number of platform cars to transport the iron for your road south of Tiffin, and a new locomotive has also been received for the same purpose. As your business next year will require additional motive power, I suggest the propriety of contracting at an early day for at least 4 new locomotives.

I have heretofore urged the necessity of taking early measures to provide suitable depot buildings at Sandusky city, and I would again beg leave to bring that subject to your notice. The company now own the entire block of water lots between Lawrence and McDonough streets, giving them 330 feet front on Water street and Sandusky bay, and is the only suitable site they now hold for depot purposes. It is of primary importance that proper buildings should be erected somewhere in Sandusky next season for receiving and discharging passengers and freight and for sheltering cars. Passengers are now taken up and set down on the public street, which is inconvenient to us and in inclement weather extremely uncomfortable to them. The subject is again earnestly commended to your favorable consideration.

Greater regularity has been observed in the arrival and departure of trains the past than

in any preceding year, since the opening of the road.

No accident resulting in injury to any person, has occurred since my last report. Respectfully submitted.

WM. DUBBIN, JR., *Sup't.*

In compliance with the resolution of the board of directors, I herewith submit an estimate of the amount required to complete and equip the entire line of road to Springfield, viz:

To complete the superstructure from Carey to Kenton.....	\$34,112 00
To complete the superstructure and grade from Kenton to Bellefontaine.....	98,372 07
To complete the superstructure and grade from Bellefontaine to Urbana.....	37,121 00
To complete the superstructure and grade from Urbana to Springfield.....	78,395 00
To 4 miles of the side track at \$1920 per mile.....	7,680 00
To 3618 tons railroad iron at \$66 per ton, delivered.....	238,788 00
To 150,000 lbs. of spikes at 5½ cents per pound.....	8,250 00
Add for depots and water stations.....	8,500 00

\$511,218 07

Add 3 per cent. for engineering and contingencies..... 15,336 54

Amount required to finish road.....\$526,554 61

The amount required to equip the road is estimated at..... 106,800 00

Total.....\$632,354 61

The whole length of the line is 134 miles viz:

From Sandusky city to Tiffin, 37½ miles—finished.

From Tiffin to Carey, 16 miles—superstructure laid ready for the iron.

From Carey to Kenton, 24 miles—graded and superstructure partly laid, to be finished by the first of May, 1846.

From Kenton to Urbana, 41½ miles—all work under contract and progressing well, to be completed by the first of June, 1846.

From Urbana to Springfield, 14½ miles—work all under contract to be finished the first of August, 1846. On this division the work is just getting fairly under way.

The curves and grades on the entire line, are exceedingly favorable for both rapid and heavy transit.

The minimum radius of curvature is 2000 feet, and the maximum of grade is 40 feet per mile.

There is 0.20 miles of curve of	2,000 ft. rad.
" 4.11 " " "	2,000 to 4,000 "
" 7.78 " " "	4,000 to 6,000 "
" 3.91 " " "	6,000 to 10,000 "

Total 16.00 miles of curves or one mile of curved line to 8½ miles of straight line.

The grades are arranged as follows:

11.812 miles	level.
37.297	0 to 10 feet per mile.
46.244	10 to 20 " "
23.275	20 to 30 " "
15.372	30 to 40 " "
-----134.000 miles.	

The superstructure being built is of heavy and substantial material; it consists of a sill 7 by 14 inches, cross-ties 9 inches base, 9 inches high and 3 inches wide on top, and a wooden rail 8 by 8 inches surmounted with a ribbon 1½ by 3½ inches in the centre of the rail to receive the iron. The iron rail plate is to be 2½ by ¾ inches. The timber used is

all of the best and most durable quality found in the country.

This track will sustain a much heavier traffic and be more durable than any heretofore constructed on the line.

The above estimates are based upon the contract prices and calculated quantities and will no doubt be found sufficient to cover the entire cost of completing and equipping the road. Respectfully submitted.

R. M. SHOEMAKER, *Engineer.*

After the reading of the reports they were accepted and approved. The stockholders then proceeded to the election of directors for the ensuing year which resulted in the choice of the following named gentlemen, viz:

C. L. Boalt, L. G. Harkness, Huron co.; F. M. Follet, Erie co.; John Carey, Wyandotte co.; A. McConnell, Hardin co.; A. Ransom, Seneca co.; I. S. Gardner, Logan co.; S. Keener, Champaign co.; W. Hunt, Clark co.

The stockholders then adjourned. Anson Howard, *Chairman*; W. Lawrence, *Secy.*

The Sandusky Clarion says that "It is understood the railroad office will be removed to Sandusky city, that John Carey, one of the new directors will be elected president, and a Mr. Flynn, formerly cashier of the Norwalk bank, will be secretary and treasurer. I. S. Gardner, is the director selected in Logan county, and is favorably known as a first rate business man. Robert Patterson, will no longer be the secretary and treasurer. He has served the railroad in various capacities for thirteen years with an ability and fidelity that has given universal satisfaction.

Wm. Hunt, the late president of the board has managed the affairs of the company, so as to promote its interests and reflect honor upon himself. Never have officers deserved more richly the approbation of those interested in the road.

Western and Atlantic Railroad.—The governor of Georgia has the following remarks in his late message in relation to this road.

"In the execution of the law of the last legislature relative to the Western and Atlantic railroad, I have not been enabled to sell or complete it. The proposition to sell was met by no corresponding offer to buy. The terms, which were in some respects limited to executive discretion, were published in several gazettes of the state, and intended to secure equal privileges to the two branch railroads connecting with the State road. It is the part of honorable duty, if at any period the state should sell this road, that those branch roads should be placed on a basis of perfect equality. But whether sold or retained, hastened or delayed in its progress, it should be regarded as the fixed policy of the state, that its ultimate completion must be effected toward the termini originally designated. The necessity and wisdom of this work, notwithstanding the wasteful outlays of money upon it, will be illustrated—and are now in process of being illustrated—by alleviating distress which may arise from natural or artificial causes, and developing new sources of wealth, which, in its expansion, will mitigate taxation.

"The report of the chief engineer is herewith submitted, which shows that 52 miles of the road are now in successful operation, and that the income from it for the first month, and at a distance of 20 miles only, has been \$1,200. Other and important facts are stated in the report, which will doubtless commend themselves to your consideration. * * *

"However advantageous the immediate extension of the road to Cross Plains may be, an increase of the public debt cannot now be recommended. To hasten slowly was once the remark of successful ambition. Its force should not now be lost upon us, when we have profitable examples of reasonable delay in other enterprises of like character, and as heavy burthens are overlaying the public credit. If the extension be urged, it should be made upon the funds and credit of the road, with a limitation that a certain amount shall not be exceeded—and that too at periods when the work may be done economically and advantageously to the state."

"**Railroads.**—A very extensive ledge of most beautiful granite is now opening in this town on the the Batchelder (late Thompson) farm, says the Keene Sentinel, within half a mile of the railroad line. The contractor for the very extensive masonry near Branchville, will probably save \$2,000 by this discovery. The side hill is now covered with the blocks already excavated. Mr. Britton is the contractor. Messrs. Parmelee & Co. are erecting their villages of shanties near the 'Surry Summit,' and along the line beyond, and will this week put in the spade, shovel and pickaxe in earnest."

The people of New Hampshire, as well as of every other state in the union, will make many important discoveries, little dreamed of before, when they construct railroads. Railroads are truly "mineral roads," which point out hidden treasures to those who use them rightly. They will develop sources of wealth to the people where barrenness was only found before.

The Claremont Eagle says "that the good people in Claremont and on the line are wide awake on the subject of extending the Cheshire road on the east side of the Connecticut to the present location of the Central road at Chase's island, near Windsor bridge. There is much to be said in favor of the east side of the river, thus far viewing the connection of the Central and Cheshire roads as a settled question. A river road from the mouth of White river to Westmoreland, is all important to the towns in this valley. A large and spirited meeting, it appears, took place at Claremont on Monday evening, 27th ult., when \$41,000 were conditionally subscribed, and \$16,000 the next day, that the road pass through their village. The estimated expense of continuing the Cheshire from the north line of Charlestown to Windsor, is estimated at only \$160,000. There must be a new charter in this case, or an extension of the Cheshire charter."

The people of Charlestown, Claremont and Cornish must bestir themselves if they would not be left on "the other side of the river"—a position which would not be at all agreeable to them. There is no

time to be lost. Let them apply for a charter at the next session of the legislature.

"**Monroe, Georgia Railroad.**—Daniel Tyler advertises in the Macon Messenger of the 30th ult., for proposals 'to furnish the rails and cross-ties, to relay the entire road from Macon to the intersection with the state road in DeKalb county. Terms of payment, cash.'

"The Messenger says: 'The road is sold; and now belongs to those who have the ability, as well as the disposition to carry out the designs of the projectors of this undertaking.'

"The road will be put in first rate order. The rails and the cross-ties will be made new; heavy iron will be substituted for the unsubstantial material now in use; new engines and cars will be provided; and the much abused and repudiated Monroe railroad, will be renewed, and made what we all have long wished it to be."

We are gratified in being able to announce the final consummation of this sale. We now look for prompt action on the part of the purchasers to complete the road from Macon to its connection with the state road; and we hope, also, a branch to West Point.

It affords us much pleasure to receive, and publicity, to the following letter, which we take from Augusta Chronicle of 13th instant.

Marietta, Nov. 1st, 1845.

"As it will serve to relieve the anxiety of the friends of Messrs. Garnett, Stockton and Highsmith, who were injured by an accident on the State road, on the 21st ult., I will thank you to state that all three of the sufferers are doing well.

C. F. M. Garnett, Esq., the state engineer, who had his thigh bone broken, is rapidly recovering; Mr. Wm. Stockton, the assistant engineer, who had the calf of his leg wounded, is also doing very well, and Mr. Highsmith, whose foot was so much injured as to make it necessary to amputate the leg below the knee, is now considered out of danger.

Very respectfully, your obedient servant.

THEODORE S. GARNETT.

Portsmouth, New Market and Concord Railroad.—At a meeting of the grantees of this road and their associates at New Market, on Tuesday last, George W. Ela, Esq., of Concord, was chosen president of the corporation, and James W. Emery, Esq., of Portsmouth, clerk.

At a meeting of the grantees of the Portsmouth, New Market and Exeter railroad, at the same place, on the same day, Alexander Ladd, Esq., of Portsmouth, was chosen president of the corporation, and James W. Emery, Esq., of Portsmouth, clerk.

These two corporations, it will be recollected, are authorized by law to unite their interests and become one company, under the corporate name of the Portsmouth and Concord railroad, and we are informed that such is the design. In furtherance thereof, we are informed, that in the provisional organization, a board of managers, or directors, were chosen, comprising the same individuals in each corporation, as follows:

Alexander Ladd, Richard Jenness, James W. Emery, John P. Lyman, Wm. P. Jones Alfred W. Haven, Portsmouth; George W. Ela, David Davis, Concord; Joseph Cilley, Nottingham; David Pecker, Raymond; Wm. Plumer, Jr., Epping; Gardner Towle, Lee.

We are also informed that the engineer, Mr. T. G. Carter, under whose superintendence the surveys have been made, presented his plans and profiles of the different lines surveyed, which were quite satisfactory, entirely answering the anticipations of those interested in this important enterprise.

It is understood that measures were taken to further the work as rapidly as possible.—Statesman.

Gloucester Railroad.—We understand that the railroad from Beverly to Gloucester [now in process of construction by the Eastern railroad Company] is

progressing rapidly, and that it will in all probability be completed by the 1st of July next. It will form a new era in the history of the very pleasant and good old town of Gloucester, and help to make it one of the most fashionable watering places in the country. We learn that the brick hotel is already undergoing improvements and additions, in anticipation of the benefits of the railroad.

Portland and Augusta Railroad.—Mr. Hayward, the engineer, has nearly completed his location and survey of this road. He will be in Augusta in a few days to say just whose houses shall be torn down, whose gardens cut up, and where the grand depot shall be. We beg him to spare our shanty and the "old oak" that shelters it.—Augusta Banner.

We are authorized to say that the grading, masonry and superstructure for the entire route of the extension of the Fall river railroad, to the junction with the Old Colony, in Braintree, was contracted for on the 4th inst., on favorable terms, to be completed on the first day of August next; thus completing the contracts, for one more line to Boston, through the densely populated and thriving manufacturing villages of Norfolk and Bristol counties. Peter Thacher, Jr., & Co., and others, are the contractors.—New Bedford Mercury.

Old Colony Railroad.—On Saturday, the 8th inst., the directors and stockholders of this corporation, with a large number of invited guests, made an excursion to Plymouth, to celebrate the opening of the road, it being the first time that a train of cars has run the whole distance. They left the station at south Boston soon after ten o'clock, with two engines drawing thirteen cars, and four hundred and fifty passengers; at the different stations on the road, which are thirteen in number, other gentlemen joined the company, and by the time they arrived at Plymouth, which was in two hours and a half, the party consisted of about eight hundred in the whole.—Among the guests were the Hon. John Quincy Adams, Daniel Webster, the venerable Judge Davis, of this city, John Davis, of Worcester, several of the clergy, the presidents and directors of other railroad corporations.

Thus the people of Boston and of Massachusetts are opening new arteries from the heart to the extremities in every direction. So will it be eventually in connection with all our large cities and states. The right spirit is rising in New York and in Philadelphia—and, indeed, throughout the country.

Albany and Troy to Buffalo, Winter Arrangement.—The third run of cars from Buffalo to Troy and Albany, has been taken off. The trains now leave Syracuse as follows: two a day east and west. For the east at 7 A. M. and 8 P. M., connecting with the boats on the Hudson, both at Troy and Albany.—For the west at 7 A. M. and 6 P. M. The cars arrive at Syracuse from the east at 6 A. M. and 5 P. M., from the west at 6 A. M. and 7 P. M.

NEW-YORK AND ERIE RAILROAD Company. The Stockholders of this company are hereby notified that an instalment of Five dollars on each share of the new stock, on which not more than five dollars has been paid, is required to be paid at the office of the company, No. 50 Wall street, on or before Wednesday, the 10th day of December next. By order of the board of Directors. NATHANIEL MARSH, Secretary.

New York November 5, 1845.

N.B. Subscribers at or near Newburgh are requested to make payment to Thomas C. Ring, Esq. Cashier of the Powell Bank.

WESTERN AND ATLANTIC RAILROAD. The Western and Atlantic Railroad is now in operation to Marietta, and will be opened to Charlottesville, in Cass county, on the 20th of October—and to Coosa Depot, (formerly known as Borough's,) on the 20th of November.

The passenger train will continue, as at present, to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

CHAS. F. M. GARNETT.

Chief Engineer.

BOSTON AND MAINE RAILROAD.

Upper Route. Boston to Portland via, Charlestown, Somerville, Malden,

Stoneham, South Reading, Reading, Wilmington, Ballardvale, Andover, North Andover, Bradford, Haverhill, Atkinson, Plaistow, Newtown, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Dover, Somersworth, South Berwick, North Berwick, Wells, Kennebunk, Saco and Scarborough.

Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted,) as follows, viz.

Leave Boston for Portland at 7½ a.m. and 2½ p.m. Leave Boston for Great Falls at 7 a.m., 2½ p.m. and 3½ p.m. Leave Boston for Haverhill at 7 a.m., 2½ p.m. and 5 p.m. Leave Portland for Boston at 7 a.m., and 3 p.m. Leave Great Falls for Boston at 6½ a.m., 9½ a.m. and 4½ p.m. Leave Haverhill for Boston at 6½, 8½, and 11 a.m., and 6½ p.m.

Special Train.—A special train will leave Boston for Andover at 11½ a.m., and Andover for Boston at 3½ p.m.

The Depot in Boston is on Haymarket Square.

Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value.

CHAS. MINOT, Superintendent.

October 20, 1845. 43 1y

SPRING STEEL FOR LOCOMOTIVES.

Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1½ to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent, 55a3 Albany Iron and Nail Works, Troy, N. Y.

TO IRON MANUFACTURERS. THE

Subscribers, as Agents of Mr. Geo. Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO., 5a45 No. 4 South Front st., Philadelphia, Pa.

MACHINE WORKS OF ROGERS.

Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, 5a45 Paterson, N. J., or 60 Wall street, N. York.

FOR SALE AT A SACRIFICE—A LOCO-

motive Engine, 4 wheels and Tender. Cylinders 10 in. dia. Stroke 16 in. Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.

2 8-horse " " "

1 Upright Hydraulic Press.

All of which will be sold low, on application to

T. W. & R. C. SMITH.

Founders and Machinists,

May 12th Alexandria, D. C.

GEORGIA RAILROAD. FROM AUGUSTA TO ATLANTA—171 MILES.

This Road in connection with

the South Carolina Railroad and

the Western and Atlantic Road now forms a continuous line of Railroad of 360 miles from Charleston to Cartersville, two miles west of the Etowa River in Cass County.

Rates of Freight, and Passage from Augusta to Cartersville.

On Boxes of Hats, Bonnets, and Furniture

per foot..... 15 cts.

" Dry goods, shoes, saddlery etc., per 100 lbs. 85 "

" Sugar, coffee, iron, hardware, etc. " 70 "

" Flour, bacon, mill machinery etc. " 33½ "

" Molasses, per hogshead \$9; salt per bus. . 22 "

Passengers \$9 50; children under 12 years of age

and servants, half price.

Passengers to Atlanta, head of Ga. Railroad, \$7.

German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON,

Ch. Eng. and Gen. Agent.

Augusta, Oct. 21 1845. 44 1y

NICOLL'S PATENT SAFETY SWITCH

for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,

Reading, Pa.

5a45

GEORGE VAIL & CO., SPEEDWELL IRON

Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron

Tires, made from the best iron, either hammered or rolled, from 1½ in. to 2½ in. thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—

Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wrought Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wrought Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective

iron and Brass Castings of all descriptions. 5a45 1y

TO RAILROAD COMPANIES AND MAN-

ufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

5a45 N. E. cor. 12th and Market sts., Philad., Pa.

NORWICH AND WORCESTER RAIL-

Road. On and after May 22, 1845, Trains

will leave as follows, viz:—

Accommodation Trains, daily,

except Sunday. Leave Norwich, at 6 a.m., and 4½

p.m. Leave Worcester, at 10 a.m., and 4½ p.m.

The morning train from Norwich, and the morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 5½ p.m., daily, except Sunday.

New York Train, via Long Island Railroad.—Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 7½ a.m., daily, except Sunday, and arrives in Norwich at 9½.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than when paid in the cars.

EMERSON FOOTE,

Superintendent.

32 1y

LAWRENCE'S ROSENDALE HYDRA-

ulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Floors and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by JOHN W. LAWRENCE,

142 Front street, New York.

Orders for the above will be received and promptly attended to at this office. 32 1y

SUMMER ARRANGEMENT—FARE

REDUCED.

By the Great Southern Mail

Line, via Washington City, and the only line that

now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburg, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21; whereby the traveller saves \$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburg, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p.m.; arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboat.—Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

STOCKTON & FALLS,

31

BOSTON AND PROVIDENCE RAILROAD.

Passenger Notice. Winter Arrangement. On and after Monday, Nov. 3, the Passenger

Trains will run as follows:

For New York—night line, via Stonington. Leaves Boston every day, but Sunday, at 4 p.m.

Accommodation trains, leave Boston at 8 a.m. and 3 p.m., and Providence at 8 a.m. and 3 p.m.

Dedham trains, leave Boston at 9 a.m. 3, 5, and 10 p.m. Leave Dedham at 8 and 10 a.m., and 4 and 7 p.m.

Stoughton trains, leave Boston at 12 m. and 4 p.m. Leave Stoughton at 8-20 a.m. and 2 p.m.

All baggage at the risk of the owners thereof.

N.B. The last train to and from Boston and Dedham, will be omitted in case of a severe snow storm.

W. RAYMOND LEE, Sup't. 311y

BRANCH RAILROAD and STAGES

connecting with the Boston and Providence Railroad.

Stages connect with the Accommodation trains at the Foxboro' Station, to and from Woonsocket. At the Seekonk Station, to and from Lonsdale, R. I.

via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station, to and from Medford, via Medway, Mass.

At Providence, to and from Bristol, via Warren, R. I.

Taunton, New Bedford and Fall River cars run in connection with the accommodation trains.

NEW YORK AND ERIE RAILROAD

LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7 o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6 A.M., and 4 P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets.

H. C. SEYMOUR, Superintendent.

Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghamton, Owego, Port Jervis, Honesdale, Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc., etc.

311y

BALTIMORE AND SUSQUEHANNA

Railroad. The Passenger train runs daily except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6 p.m. Arrives at York at 12 p.m., and leaves for Columbia at 1 p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3 p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at 9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and following day in any passenger train.

D. C. H. BORDLEY, Sup't.

311y Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST.

Have now on hand and for sale,

200 tons 2 1/2 x 1/2 inch Flat punched Rails, Bars 18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.

30 tons 2 1/2 x 1/2 inch Flat Rails.

Also—A STEAM PILE DRIVER, built by "Dunham & Co." which has never been used, and cost originally \$5000.

320 3m

BALTIMORE AND OHIO RAILROAD.

MAIN STEM. The Train carrying the Great Western Mail leaves Bal-

timore every morning at 7 1/2 and

Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, connecting daily each way with the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5 1/2 P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5 P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. s13 1y

CENTRAL RAILROAD-FROM SAVAN-

nah to Macon. Distance 190 miles.

This Road is open for the transportation of Passengers and Freight. Rates of Passage, \$8 00. Freight—

On weight goods generally... 50 cts. per hundred.

On measurement goods... 13 cts. per cubic ft.

On brls. wet (except molasses and oil)... \$1 50 per barrel.

On brls. dry (except lime)... 80 cts. per barrel.

On iron in pigs or bars, castings for mills, and unboxed machinery... 40 cts. per hundred.

On hhds. and pipes of liquor, not over 120 gallons... \$5 00 per hhd.

On molasses and oil... \$6 00 per hhd.

Goods addressed to F. WINTER, Agent, forwarded free of commission. THOMAS PURSE,

40 Gen'l. Sup't. Transportation.

LEXINGTON AND OHIO RAILROAD.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1 25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above.

35 1y

KEARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J.

Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire, } New York.

Peter Cooper, }

Murdock, Leavitt & Co. }

J. Triplett & Son, Richmond, Va. }

J. R. Anderson, Tredegar Iron Works, Richmond, Va. }

J. Patton, Jr. }

Colwell & Co. }

J. M. L. & W. H. Scovill, Waterbury, Conn. }

N. E. Screw Co. }

Eagle Screw Co. }

William Parker, Supt. Bost. and Wore. R. R. }

New Jersey Malleable Iron Co., Newark, N. J. }

Gardiner, Harrison & Co. Newark, N. J. }

25,000 to 30,000 made weekly. 35 1y

RAILROAD IRON AND FIXTURES.

The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO.,

30 Wall st., N. York.

NEW YORK AND HARLEM RAILROAD COMPANY.—Winter Arrangement.

On and after Monday, November 3d, the cars will run as follows:

Leave City Hall for Harlem (125th street,) Morrisiana, Fordham, Williams' Bridge, Hunt's Bridge, Underhill's Road, Tuckahoe, Hart's Corners, and White Plains—7-30 and 10-30 a.m., and 1 and 3-30 p.m.

Extra trains for Yorkville, Harlem, Morrisiana, Fordham, and Williams' Bridge, leave 27th street 7 a.m. for Williams' Bridge. Leave City Hall 9 a.m. (to Harlem only) and 11-30, 2-30, and 4-30 p.m. for Williams' Bridge.

Leave White Plains for City Hall—8-10, 11-10 a.m., and 1-45, 4-10 p.m.

Leave Tuckahoe for City Hall—8-20, 11-20 a.m., and 1-55, 4-20 p.m.

Leave Williams' Bridge for City Hall—7-45, 8-45, 11-45 a.m. and 12-45, 2-15, 3-45, 4-45, and 5-45 p.m.

Leave Morrisiana for City Hall—8-10, 9-10, and 10 a.m., and 12-10, 1-10, 2-40, 4-10, 5-10, and 6-10 p.m.

The freight train will leave City Hall at 12-45 p.m. and leave White Plains at 11-10 a.m. All freight must be at the City Hall between the hours of 10-30 a.m. and 12-30 p.m. The White Plain trains will stop, after leaving the City Hall, only at the corner of Broome street and the Bowery, Vauxhall Garden and 27th street.

An extra car will precede each train, 10 minutes before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every 6 minutes from 7-30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock.

On Sundays the trains will be regulated according to the state of the weather. 1y 46

THE LONDON RAILWAY RECORD,

Edited by Mr. JOHN ROBERTSON, A. M., (connected from the commencement with the Weekly Railway press of England.)

The Railway Record is acknowledged to be the leading English Railway Journal, and is published twice a week in London, namely on Wednesday and Saturday. It contains copious and correct reports (by special reporters) of all railway meetings in the United Kingdom; ample Share Lists and Traffic Tables, showing the length, cost, capital and selling prices in the principal markets, with Editorial articles on the leading Railway topics of the day. The Railway Record contains also, a complete resume of French, Belgian and other foreign Railway affairs.

Subscriptions 13s. per quarter, to be transmitted in advance to Messrs. Dawson and Sons, Ca— st. London. Office 153 Fleet street, London. 46

BOSTON COURIER, DAILY, SEMI-Weekly and Weekly.

The Daily edition of the Courier, presents to merchants and others, an extensive medium of advertising. The circulation of the Semi-Weekly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domestic Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Our extensions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandise, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect.

TERMS OF SUBSCRIPTION.

For the Daily Courier, for one year, in advance \$8.00

For the Semi-Weekly Courier, for one year... 4.00

For the Weekly Courier, for one year..... 2.00

JOSEPH T. BUCKINGHAM.

EBIN B. FOSTER.